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January 7, 1915

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Leslie's

Illustrated Weekly Newspaper

Established in 1855

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JAN 9 1915
PERIODICAL DIVISION

The Automobile in Battle

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The Schweinler Press

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Queer Things They Do With Automobiles

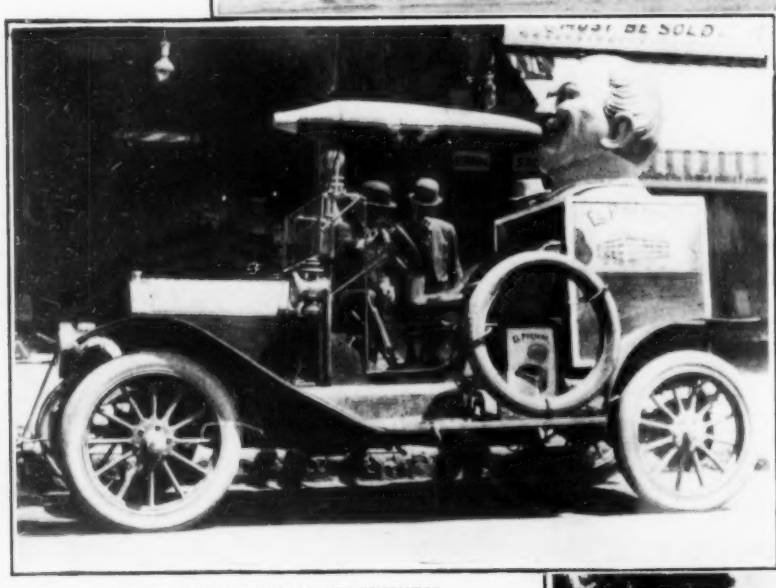
Photos by Edholm

GETTING ABOUT ON GASOLENE

This young man was unable to walk, so he built himself a three-wheeled car out of odds and ends of bicycles and motor cycles and is now able to travel about town with comfort and facility, and can even give a friend a lift. The use of gas engines in small conveyances is growing. The familiar wheel chairs of the board walk resorts are being fitted up with motors.

TAKING BRUIN FOR A JOY RIDE

These pet bears enjoy automobiling and their owner enjoys the sensation that they create along the road. Needless to say this picture comes from the West—from California, to be exact.



HE IS NOT ASHAMED OF HIS BUSINESS

A cigar dealer in Los Angeles has fixed up his automobile as an advertisement. The jolly chap with the big cigar puffs smoke in a realistic way, but it is not in evidence that it has the real Havana bouquet. Delivery autos are usually made to do duty as advertising mediums for their owners but runabouts utilized for such purposes are not common.

THE SCORCHER'S PARADISE

They have some queer speed laws in California, as is shown by the sign in the picture. Some places they allow a man to travel as fast as he pleases.

MOTOR TRUCK AS A HOUSE MOVER

A 5-ton truck was successfully used to move a two-story house in Los Angeles. A cable was fastened to a pole some distance ahead, and then passed through a pulley attached to the house. The free end was fastened to the truck.

NEARLY DEEP ENOUGH FOR SWIMMING

A touring car making its way down an inundated street. The water was two feet deep, but the car got through. The street was flooded by the overflowing of a stream due to a cloudburst.

GOOD-BYE TO THE COW PONY

Western cattlemen may soon round up their herds from gas wagons. This one is successfully using the lariat from his touring car, and the West is nothing if not progressive

SURE, IT WILL GO FAST

These boys have installed a motor—from a motorcycle—on the hand car, and have had a lot of fun. They can run ten miles an hour on a level track, with the maximum load shown.

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Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXX Thursday, January 7, 1915 No. 3096

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It takes from ten days to two weeks to make a change.

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Contributors are requested to state—1. Whether such photographs have been previously published. 2. Whether they have been sent to any other paper. 3. Whether or not they are copyrighted. If no copyright appears on them the legal assumption is that there is no liability on our part for their use.

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Leslie-Judge Company
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New York

The Exciting Game of War Photography

As readers of LESLIE'S know, the story of the European war is being well told in photographs, despite the restrictions of war departments and military censors. But few people, as they turn the pages of their favorite illustrated paper, realize under what conditions war pictures are made. LESLIE'S is represented abroad by James H. Hare, famous the world around as the most daring and successful of war photographers. Edwin Eyre Hunt, an American correspondent who was in Antwerp during the bombardment, and was living with Donald C. Thompson and Edwin F. Weigle, American photographers, in the cellar of a house on the rue du Pèage, which they shared with the Dutch vice-consul, sends us the following anecdote which gives a glimpse of the conditions under which war pictures are made:

At noon of Thursday, October 8th, the bombardment of Antwerp slackened. Our front door-bell jangled violently. Thompson answered, and I heard his piping voice raised in hearty greeting. "Hello, Jimmie," he yelled; "how are you? Come right in. Glad to see you."

"It's Jimmie Hare—James H. Hare—photographer for LESLIE'S WEEKLY," said Green. Now I had never met Hare, but I knew of him as the veteran photographer of about a dozen wars; an old timer, but spry and game as a boy.

I rushed upstairs. Thompson had vanished completely. There was no sign of Hare. I hustled to the door and opened it. A German shell whizzed close overhead. But where was Hare?

A little gray man, about five feet high, wearing a boy's cap and a brown Norfolk jacket, was hopping about on the other side of the street in the litter of broken window glass, bricks, and plaster. He had a small black box in his hand, and he was sighting it at the house. The box was a camera. The little man was Hare.

"Hello! hello!" he yelled in the tone of an enraptured camera-fiend; "Hold that! Fine! Hold that pose! Great!" He pointed the camera full at me. *Wheeeee BOOM! . . .* A German shell burst only a quarter of a block away. Hare dodged, but kept the camera pointed. "Hold that pose!" he yelled again. "Look scared!"—I obeyed without an effort. "Fine! Great!" he said again. *Snap!* The picture was taken, and we made a break for the cellar together.

The photograph above is showing Mr. Hunt looking scared—behind the door!

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ALL YOURS! Strength that is more than mere muscular strength. The strength of perfect health, abundant nerve force—the strength of keen relish is now within your reach through vibration! Nine out of ten people are only **half alive.** How about yourself? All the joys of life, strength and youth are yours through vibration. Don't fail to send the coupon below for full particulars about

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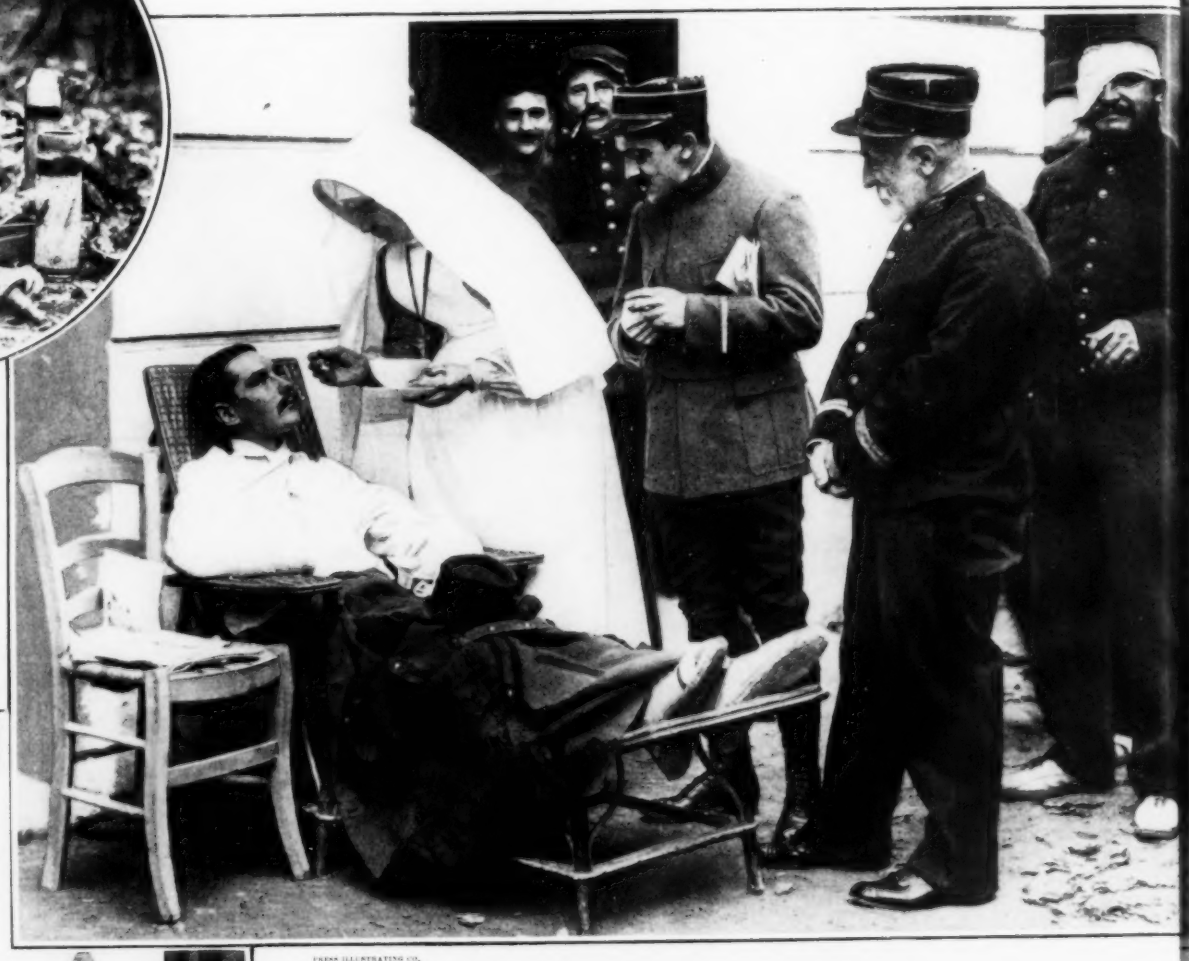
WAR'S TROPHIES TURNED INTO TOYS

A picture made near Dixmude, where the conflict has raged for months. The little Belgian lad has collected souvenirs from the battlefield as playthings. The round objects in the foreground are the heads of shrapnel shells. An unexploded shell stands beside the sword. The amount of waste material left on the ground after a battle is incalculable. The French government is paying the peasants a small price for each empty shell turned in, and frequently a wagon load of these is picked up where a single battery has been in action.



L'ILLUSTRAZIONE ITALIANA

THE DESTROYED CITY OF LILLE

Lille, a manufacturing center in Northern France, has suffered great damage during the fighting that has been carried on in its vicinity since September. This photograph shows a view of one street, where the ruins of a building were being torn down because they threatened to fall into the street. The French departments along the Belgian border are in the hands of the Germans and when the French parliament recently reassembled in Paris several deputies were absent because they could not escape through the German lines.

PRESS ILLUSTRATING CO.

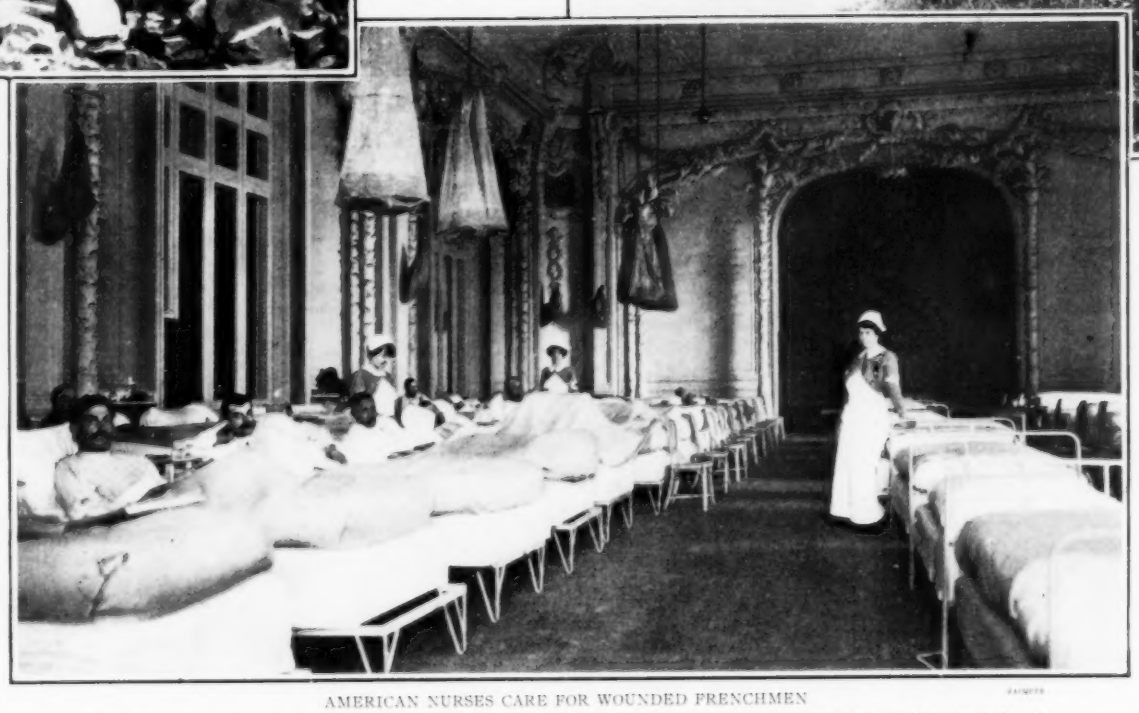
ALL FRANCE FILLED WITH WOUNDED

This photograph was made in a hospital in Marseilles, where many wounded are sent. There they are far from war's alarms, and they have the benefit of the milder climate of Southern France. Those most severely wounded are placed in hospitals nearer the front, to save them the hardships of the long journey. Wonderful results in saving lives are reported by the hospitals. It is officially stated that less than four per cent. of the cases admitted since the beginning of the war have resulted in death.

PRESS ILLUSTRATING

GETTING I TOUCH WIT THE ENEM

French troop reconnaisance Arras. Work kind is always gerous and freq exciting. Sm tachments of in are thrown out of the main b the army to the enemy and points of adva which must times be held heavy odds. gerous as it duty is muc ferred to the active work of ing trenches artillery fir



AMERICAN NURSES CARE FOR WOUNDED FRENCHMEN

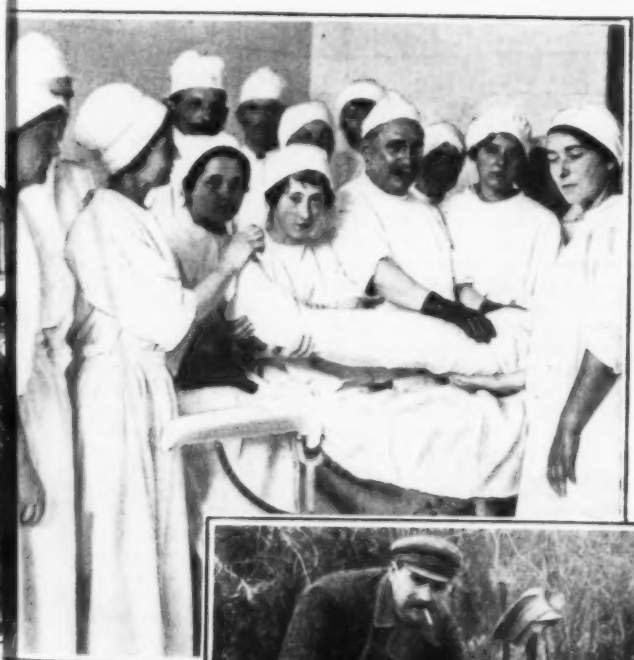
This picture shows American women in one of the wards of the military hospital established by the French government in the magnificent Palais d' Hiver at Pau. Here, in the magnificent rooms still adorned with crystal chandeliers and priceless hangings, the wounded are nursed back to health. Americans are very popular in France now, not only because of the magnificent work done by our Embassy in Paris, but on account of the large number of Americans who are giving their time and money to works of mercy. Americans, both residents and transients, are equally active in such work in all of the warring countries.

n the Throes of War

STRASZEWICZ

RUSSIANS BURYING THEIR DEAD

This striking photograph was made a few miles from Warsaw immediately after the first campaign in Russian Poland, when the German armies forced their way almost within sight of the old Polish capital. The citizens were employed in digging trenches in which friend and foe were given a common burial. Some of the dead were torn to fragments by heavy shells. While the soldiers of all civilized armies are provided with metal tags for the purposes of identification, thousands are hurried into unmarked graves, and no records are made. Their friends and relatives will learn of their fate only through chance, if, indeed, they learn at all.



STRASZEWICZ

POLISH NURSES WIN PRAISE

[illegible] has had little [illegible] to love Russia, [illegible] the Poles have [illegible] loyal to the [illegible] and not only are [illegible]lish soldiers fight[illegible]ravely, but the [illegible] women are work[illegible]onders in hos[illegible] and relief enter[illegible]

So far the [illegible] in Russia has [illegible]lmost wholly in [illegible] territory. The [illegible]ly wounded must [illegible]red for there. [illegible]icture shows a [illegible] of nurses around [illegible]rating table in [illegible]. They are [illegible]raised for their [illegible]nce and efficiency.

STRASZEWICZ

A RUSTIC AMBULANCE SERVICE

After the fighting near Warsaw thousands of wounded who had been given first aid in the field hospitals had to be transported to the city, where hospital facilities had been provided. The ambulance service was not adequate and the good-hearted Russian peasants helped with their farm wagons. The illustration shows a bearded farmer driving through the streets of Warsaw with his unusual freight. The men are nearly all wounded in the head, indicating that they had been fighting behind intrenchments. When the majority of the wounds are in the legs it shows that bayonet work has been done. It is difficult to parry a bayonet thrust at the legs.

STRASZEWICZ

HASTY BURIALS THAT THREATENED A LAND WITH PESTILENCE

A photograph of a military grave in Poland where the work of burial has been so carelessly done that portions of the corpse are projecting from the ground. It is reported that only the coming of freezing weather saved that part of Poland around Warsaw from an epidemic, as the thousands of men and animals killed in battle were buried in such shallow graves that they were washed out by the autumn rains or disinterred by wild animals. No figures as to the Russian losses in this campaign have been made public, and those of the German killed are incomplete. They may exceed those of the western front in France and Belgium.

Leslie's Illustrated Weekly Newspaper

New York, January 7, 1915

EDITORIAL

Let the Thinking People Rule!

Incomprehensible Stupidity

THE stupidity of the political demagogues is incomprehensible. It is not surprising that the people are determined to relegate them to back seats, for they are notoriously shortsighted.

Recall how they fought civil service reform, the Australian ballot and all the electoral reforms.

Note the pertinacity with which they stand for the Pork Barrel, the public building graft and other unnecessary appropriations.

See the obsequiousness with which they bow to a few self-constituted labor leaders who control no votes but their own.

Note the haste with which they passed unnecessary and oppressive laws, like the Full Crew Bill which the people of Missouri at the first opportunity overwhelmingly repudiated.

The political demagogues in that State, when they passed the bill, thought they were catching the labor vote. They forgot that the working masses are as independent at the polls as any others can be.

The demagogues must go because they are incompetent, stupid, unpatriotic, self-seeking and unfit to lead or control.

The call of the day is for real, straightforward, competent, patriotic leadership by thoughtful statesmen. There are a few of the latter left. Let them rule!

Is War Censorship Carried Too Far?

FEW persons in this country realize how strict has been the censorship on the other side of the sea over matters relating to the great war. On the ground of military precaution—to prevent the enemy from learning and profiting by what has happened—important news is either suppressed, or its publication is delayed, or it is allowed to ooze out to the public in only a meagre and indefinite form. The sinking, by mine or torpedo, of the British dreadnought *Audacious*, for instance, has not so far been published in any newspaper in Great Britain. The story of the disaster, now well verified, was long ago given in full detail in the American newspapers, but the Admiralty not only still witholds official confirmation of it, but also forbids the British press to print what is already known world-wide.

The papers of Great Britain naturally resent what seems to them excessive reticence on the part of the authorities. Their discontent is voiced by the admirably edited London weekly review, the *Spectator*, in a pungent article entitled "The Policy of Mystification." The *Spectator*, citing the *Morning Post*, refers to "the fact that any person who reads an American newspaper at his club, or takes an American newspaper for himself, may see there a full and circumstantial account of a certain undisclosed naval mishap now a month old." It also says: "We may add, moreover, that he may actually see photographs of what happened. There lies before us as we write a copy of LESLIE'S ILLUSTRATED WEEKLY NEWSPAPER for November 26th with a photograph of the incident in question. Underneath the photograph is a short account of what occurred and a statement of how the news was suppressed, which ends with these words: 'This leads to the suspicion that other marine disasters may have been suppressed also!'" The *Spectator* would seem to have scored a good point on the government, in this case at least.

Nobody can doubt that a strict censorship in wartime is necessary in regard to many things. Information which would clearly be of use to an enemy is wisely kept secret. It is only this policy in excess which is open to criticism as needless and unwise. For years the Germans have pursued the practice of espionage throughout the British dominions, as the Japanese are said to be doing in the United States and other countries, and the British Government has therefore prudently exercised a close supervision of the outflow of news. But refusal to make known, or even to admit, a disaster which everybody now is informed of places the Government in a peculiar light. There is no doubt that the German authorities were quickly informed by their advisors in England of the sinking of the *Audacious*. What defensive purpose, then, was served by keeping the people at home in ignorance of it?

The startling report has reached this country that another British dreadnought, the *Thunderer*, has been very lately sunk by a German submarine not far from the spot where the *Audacious* went down. This may not be true. But the attitude of the British Admiralty is such as to give rumors of this sort a credence they would not have were the censorship less rigorous. Suppression of news cuts both ways. To confirm actual disasters may seem inimical to the government's military and naval plans, but the spread of damaging rumors is quite as inimical, in that it creates panic and depression of spirits among the nation and its defenders. So far as the newspapers in this country are concerned, they are left to their suspicions when the facts are suppressed by both sides in the war.

The Path of Danger Not Safety

By Former Vice-President Charles W. Fairbanks

UNLESS there is something inherently wrong in our form of government, there is danger, not safety, in fomenting against it a spirit of distrust. It is a pretty good idea to stand by the established order of things and uphold the constituted authority until there is good reason to question their sufficiency and integrity. It is the part of wisdom to uphold that which is sound in government and which is attested by our experience, and to stand against those who would fan the flames of unfounded, unreasoning discontent.

Beginning to Think

THE Williamsport, Pa., *Grit*, referring to LESLIE'S defence of "Big Business," says that throughout the country newspapers that opposed big business are now upholding it, because big business is proving to the people "that practical business is more advantageous to them than theoretical, especially as the latter seems to have affected the pocketbook."

The Connellsville, Ind., *News* notes that several Democratic newspapers have been publishing, with approval, the after-election editorial in LESLIE'S which declared "that the people of this country in every industrial center have now voted for a return of prosperity, and from this time on, trust-busting and railroad smashing will not be as fashionable as they have been."

Every sign indicates that the people of this country are demanding a constructive, instead of a destructive, public policy. The decision of the Interstate Commerce Commission, granting to the railroads of the East in a grudging way a slight increase in freight rates, is significant because it shows that a majority of the Commission has heard the thundering protest of the people against the injustice which has been inflicted upon the railways. The increase in rates, if doubled, would not be felt by the consuming public. No one would have an advance of a cent on a pair of shoes, a suit of clothes, a peck of potatoes, or a pound of butter, even if freight rates were increased 10 per cent. instead of 5 per cent.

It is time that the public understood this question, and we are glad to hear that the railroad officials of Ohio have determined upon a publicity campaign. It has been sorely needed. The railroads have been to blame in many instances for patronizing the most conspicuous of the destructive muckraking publications of the country, and for giving these publications a prominent place on their library cars. They too should stand shoulder to shoulder against the policy of destruction.

Business Men Get Busy

THINK! While legislatures have been busy enacting laws under which business was either to flourish or to languish, business men have done little or nothing in an organized way to make themselves heard upon these questions. New Jersey has some business men, however, who both think and act. The New Jersey State Chamber of Commerce, one of the most representative organizations in the State, has made a careful study of the legislative program for 1915, and issued a pamphlet embodying its views. It proposes to ask legislation to stop the needless waste of railroad revenue by the repeal of the full crew law; to work for a short, businesslike session of the legislature and to conserve taxpayers' money by effecting economies; to pass laws to safeguard the interests of retail merchants, and protect depositors in private banks, and to adopt a permanent policy to govern road development.

Those back of this program are some of the leading business men of the country, including President Dryden of the Prudential Insurance Company, Thomas A. Edison, Hudson Maxim, Austin Colgate, Ernest Biardot, and President Bethell of the New York Telephone Company. When men of this stamp take an interest in legislation, not merely as individuals, but in an organized and representative capacity, demagogues who have been squandering the taxpayers' money will begin to take heed. What the thinking business men of New Jersey have done, the thinking business men of every State should do.

The Plain Truth

IMPERTINENT! When John Mitchell, the labor leader, spoke at a people's forum recently, he denounced the employment of children in factories as degrading to civilization. After he had finished, a spectator in the gallery, who said he was a member of the I. W. W., shouted to Mr. Mitchell: "I have my suspicions of any labor man who wears diamonds." Mr. Mitchell thereupon explained that the large diamond ring he wears on his left hand was a present from union coal miners in the West. Why shouldn't labor leaders wear diamonds if they can afford them? Some certainly can. Retiring President Lynch of the Typographical Union was recently presented with a purse of $10,000. This qualifies him for the diamond class. Let us all wear diamonds, even if the cost of living still keeps high.

SUBSIDY! Private advices from Washington state that President Wilson's proposition to expend from $30,000,000 to $50,000,000 for the purchase of ships to sail under the American flag is to be pushed through regardless of the peril it threatens to American shipping interests. The reason for the President's persistence is said to be his belief that in Government ships cotton can be transported at a third, or even a sixth, of the present cargo rates. With this in mind, the President is assured of the support of all the Southern members of Congress, but if this is not equivalent to granting a subsidy, what shall we call it? Would it not be fairer to our shipping interests to relieve them from the hardships that our laws inflict and enable them to compete with merchant vessels of other nations? Does anybody expect that a government fleet will be run efficiently and economically, and without imposing further burdens on the overburdened taxpayers?

SPOILS! Patronage is the vice of our political system. It has upset many a decent administration and defeated many a patriotic President. If Mr. Wilson is not seeking renomination, he will set his jaws and fight the senators who demand, unblushingly, their share of the public patronage. It is true that the President has arrogated to himself the powers entrusted to the legislative department of the government in compelling Congress to hearken to his demands. But the public would rather trust the President to fill the public offices than to make the latter the spoils of congressmen. With an overwhelming Democratic majority, Mr. Wilson has had his way thus far, because the party without him was without leadership. The result of the election changed the attitude of many of his followers and especially those who met defeat at the polls. If the President cannot control the present Congress, what will he do with the next one in which Tammany Hall's delegation will hold the balance of power in the house? Perhaps Senator O'Gorman has this in mind.

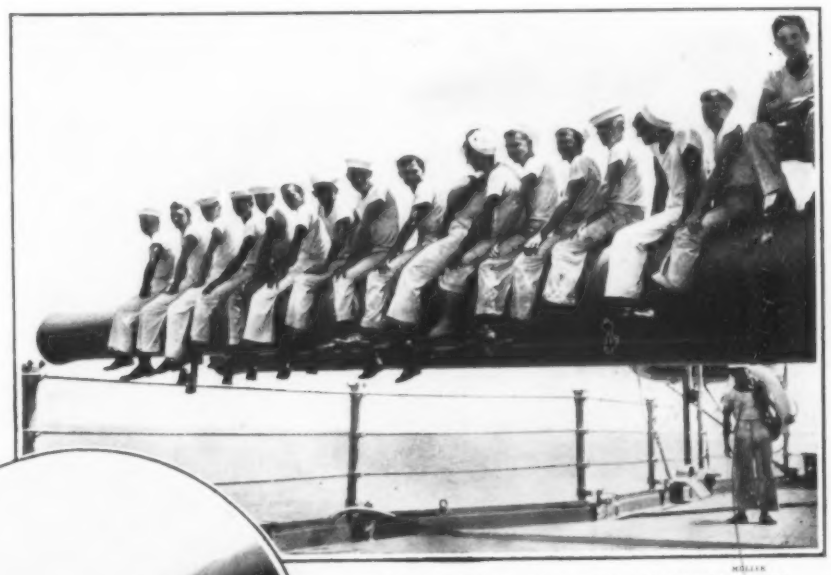
CONSTITUTIONAL! Trust-busting is getting a setback. In the action brought under the Taft Administration against the Publishers' Association for seeking to maintain the prices of their publications, the Government lost its suit. In the Corn Products action now on trial, its competitors have been testifying at Chicago that their business has been flourishing since the Corn Products Company was organized, and that the methods of the latter have stimulated and increased consumption instead of stifling competition. Now Judge Hough, of the Federal District Court at New York, decides against the Government in the suit brought against the Lehigh Valley Railroad Company on the charge that, by its connection with the coal companies, it was tending to establish a monopoly. In a decision marked by common sense and reason, Judge Hough refers to the admission by the Government that the anthracite coal acreage involved in the litigation constituted not more than 27 per cent. of the coal lands tributary to the Lehigh Valley Railroad Company. He declared that it could not be charged that monopoly exists because of the control of so small a portion of the coal fields. Judge Hough's high standing on the bench emphasizes the value of his clear and convincing conclusion.

MAD! The demagogues and place-hunters are commission mad. Nothing comes up in Congress or State Legislatures that some one doesn't rise to move that commission be appointed to investigate the whole matter. So we have commissions permanent, and commissions temporary, all offering a fine channel for the expenditure of the people's money through salaries for commissioners, clerks, attorneys, etc. The demagogues of both parties having done all they could to "bust" business and to call a halt on prosperity, having throttled the railroads and probed into the affairs of every big industry they could get their hands on, have now decided that the Federal Commission on Industrial Relations shall enter upon a sweeping investigation of the country's benevolent organizations. The Sage, Hirsch, Rockefeller, Cleveland and Carnegie philanthropies will be searchingly investigated to see if they constitute a menace to the Republic's future. The Rockefeller Foundation is looked upon with particular suspicion because, in its complete report of all its holdings recently made, it appears that although it has given away several millions, the Fund has yet increased from $100,000,000 to $103,000,000! The inference is that if the holdings had greatly depreciated in value, or if the Fund had been extravagantly or improperly administered so as to have been decreased instead of increased by $3,000,000, it would have been less of a menace to the free institutions of the United States. If these great private philanthropies, which give to our country a distinction not possessed by any other, are to be judged by the test, "By their fruit shall ye know them," we can't see what the Commission on Industrial Relations is going to accomplish outside of another foolish expenditure of the people's money.

How Naval Guns Are Aimed

By SIDNEY GRAVES KOON, M. M. E.

EDITOR'S NOTE:—*The one thing about the United States Navy that we all believe to be unexcelled in any other navy of the world is the proficiency of our men in gunnery. Not only is good marksmanship a tradition in our navy, dating back to the Revolutionary War, but, since the beginning of the modern navy, target practice has been made much of. Each year the crews of the various big-gun ships compete for the championship in gunnery, and the winner gains great honor. As nearly as may be this target practice takes place under conditions that might be expected to prevail in a naval engagement. High seas, moving targets, varying rates of speed and complicated manoeuvers all enter into the problem of accurate gun fire. Few landsmen know how it is possible for a ship moving at, say, 25 knots an hour, in a rough sea, to throw a 14-inch shell a distance of six or eight miles and strike another ship, also moving rapidly. We have, therefore, asked Mr. Koon, one of the leading authorities on naval matters, to tell how this feat is accomplished. He has done so in such a simple and concise way that anybody can understand it.*



FOURTEEN-INCH GUN AND CHAMPION CREW

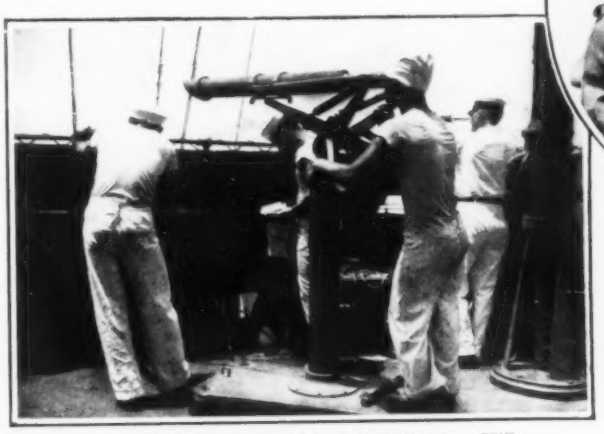
This gigantic weapon on board the U. S. battleship *Florida*, represents the highest perfection attained by our ordnance makers. The crew won championship honors at target practice.

THE marvelous accuracy of our naval gunners has been time and again a cause for self-congratulation on the part of those of us who never saw a naval gun fired. But how many of us know the intricate process by which that success is achieved? How many know the complex relations that exist between the enemy's speed, his distance from our gun, the weight of our shell, the velocity with which it leaves the muzzle, the rolling of our ship as it tears through the heaving billows? The certainty that, sooner or later, a dreadnought action must take place in European waters lends point to a brief study of this subject.

When a battleship *A*, Fig. 1, fires a shell at a hostile ship *B*, that shell takes a curved path *C-C-C*, called its "trajectory." If

THE RANGE FINDER AT WORK

This complicated instrument makes possible the wonderful accuracy of fire which distinguishes our navy. The method of aiming great guns so accurately that they can hit a ship at seven or eight miles is clearly explained in the accompanying article.



READING THE ADMIRAL'S SIGNALS

A powerful telescopic device is used to read the signals by which the ships of a fleet are directed. Wireless has to some extent replaced the older methods of signaling, and is invaluable for long distance communication. By its use Admiral von Spee was enabled to assemble his fleet of cruisers in the Pacific ocean, to meet and crush the British squadron under Admiral Craddock.

the gun is properly aimed, the shell lands on the target, explodes with a horrid noise, spreads destruction round about and sometimes sets fire to the ship *B*. If the ships are very close together, as was often the case a century ago, the path of the shell may be practically a straight line, like that shown below the trajectory. Unfortunately for this ideal condition of shooting, however, the attraction of gravitation acts so persistently upon the shell in its flight that the gun has to be aimed well above the point to be hit, under penalty of falling far short, and burying the shell harmlessly in an inoffensive ocean. So the shell *starts* on a course such as that of the upper straight line, from which it is gradually pulled farther and farther down as it wings its flight across the miles of water between its gun and the enemy's ship. The angle *D* between the straight line above the trajectory and that below it is called the "angle of elevation" of the gun. The distance between gun and target is the "range." And it is the correct determination of this range which is the most difficult part of accurate naval gunnery. The greater the range, the greater must be the angle of elevation; the lighter the shell, the greater the elevation for a given range; the greater the velocity with which the shell starts its journey, the smaller may be the angle of elevation, and consequently the flatter will the trajectory be.

But there is another important element, and that is the location of the exact target from right to left. If it be desired to hit the enemy's mast, and the shell actually hits something a hundred feet away on either side, that is not good gunnery. So we have the two things to look out for—the gun's elevation to correspond with the exact range, and its "traverse" to correspond with the location "sideways," of the point to be hit. The range is determined simultaneously from several positions on the ship, of which one may be *K* in Fig. 2. The method will be described later.

The traverse is in many cases adjusted by an officer in a narrow place in the turret *G H*. This is the man who fires the gun. He stands between the gun *F'* and the armored wall of the turret, and looks at the enemy through the peculiar-shaped telescope *E'*. What he sees is indicated in Fig. 3, where the "cross-hairs" of his telescope are shown to be on the forward funnel of the hostile ship. The axis of this telescope is very accurately parallel to the horizontal axis of the gun. And the telescope pierces the heavy armor of the turret in the manner shown, in order to avoid having a small shot or piece of shell come right through into the turret if it should chance to land just where the telescope is. If, now, our shell could cover instantaneously the distance to the enemy, a shell fired from this turret with the correct elevation, would strike the forward funnel. But it takes a modern shell 16 seconds to travel the six miles now considered a moderate battle range. During 16 seconds the enemy, if steaming at 20 knots speed, would have moved ahead 540 feet. Consequently the shell would strike 540 feet behind the point at which it was aimed, or perhaps 200 feet behind the stern of the target ship. So we see that, just as in shooting at a wild duck on the wing, we have to estimate the enemy's speed and anticipate him—in this case by 540 feet.

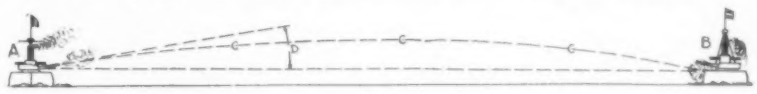


Fig. 1

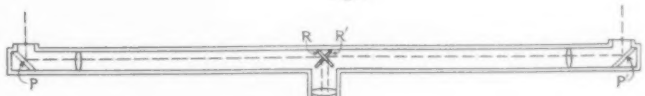


Fig. 5

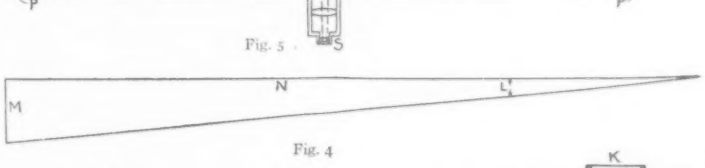


Fig. 4

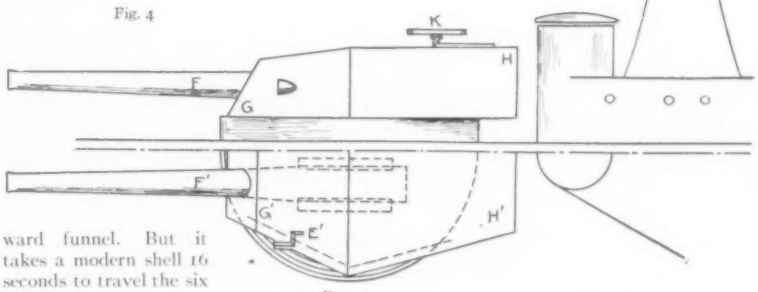


Fig. 2

Now to get the range. Several instruments are in use for this purpose, all based upon a simple principle of trigonometry. If we know the angle *L* of a right-angled triangle, Fig. 4, and know the side *M* opposite that angle, then the side *N* can be readily computed. In this case *M* is the distance between centers of the mirrors *P* and *P'*, in the instrument, Fig. 5; while *N* is the range sought. The side *M* is known to the thousandth part of an inch. So it remains to measure the angle, and thus determine the range. The mirror *P* is fixed at exactly 45° to the axis of the tube *PP'*. A ray of light, entering the instrument at *P* and reflected to the mirror *R*, is again reflected into the eye-piece *S*, where it forms the lower half of the image in Figs. 6 and 7. Similarly, a ray of light, entering at *P'* and reflected to *R'* and thence into the eye-piece, forms the upper half of the image. The mirror *P'* (or sometimes *R'* instead) is adjustable. The amount of movement of that mirror necessary in bringing the two halves of the image in Fig. 6 into correct mutual position, as shown in Fig. 7, may be measured to the fraction of a minute of arc. And this measure, shown on an ivory scale, tells the officer using the "telemeter" or "stadiameter," as it is variously called, just how far away his target is.

The arc of movement of the mirror is almost inappreciably small. With a 6-foot "base line" *PP'*, an angle of 40 seconds of arc (one ninetieth of one degree) represents a range of 10,300 yards, or about six miles. An angle of 30 seconds shows the range to be 13,750 yards. As an angle of 29 seconds indicates 14,225 yards, it is evident that an error so small as one second of arc (the thirty-six-hundredth part of one degree) will produce, in estimating this 8-mile range, an error of 475 yards, or a quarter of a mile. To correct such errors, and at the same time those variations due to the action of atmospheric conditions upon the powder used and upon the refraction of rays of light passing over long distances at sea, "spotters" are employed. Men with powerful glasses, stationed in elevated positions (*K'*) from which they can watch the fall of shells in the water, verify or correct the range as determined by stadiameter, and telephone their observations to the ordnance officer below. In this way it takes only a few shots to locate the exact range required, after which hitting the enemy is a mere matter of the precision with which these various elements may be continued in their several combinations.

Fig. 3

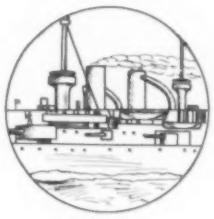


Fig. 6

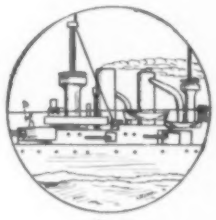
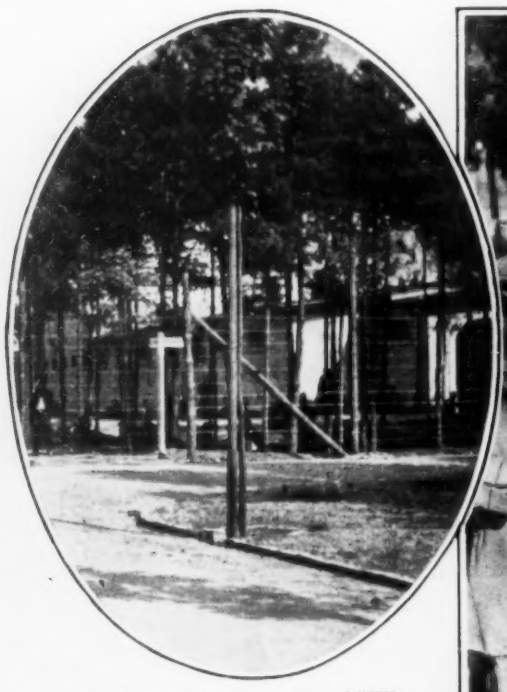


Fig. 7

Stirring War Scenes in Germany

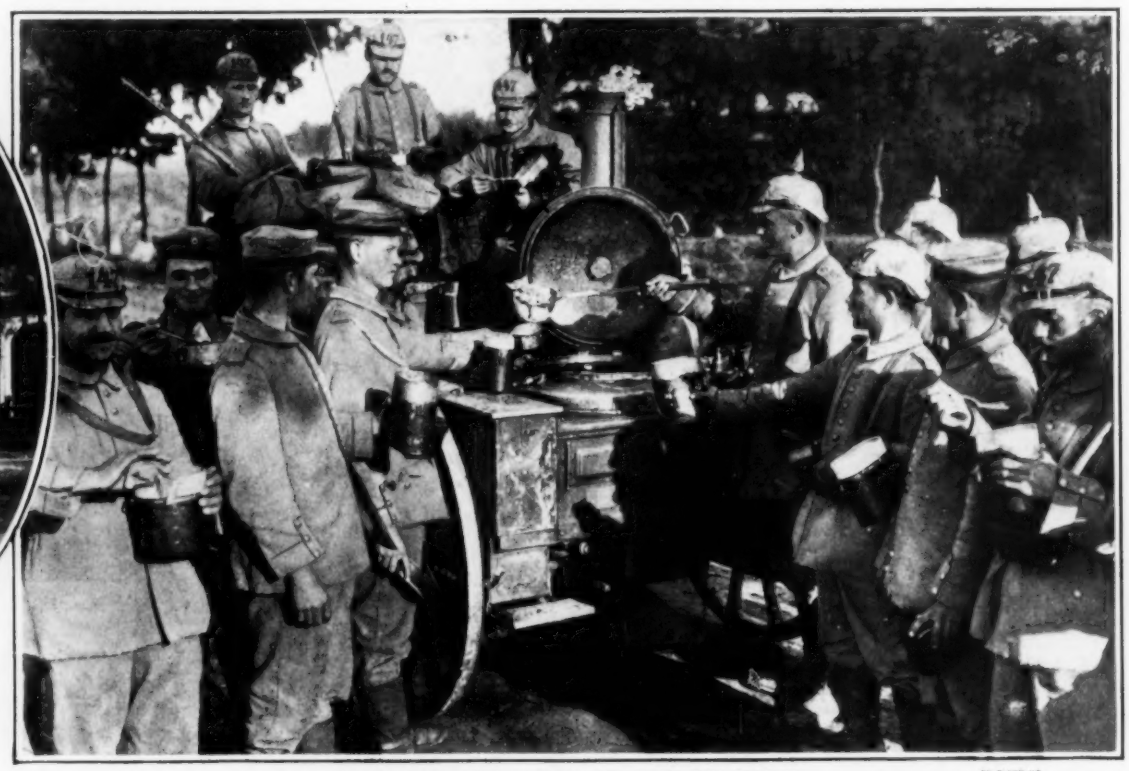
Photographs that Tell the Story of the Supreme Sacrifice of a Nation



DALLMEYER

DESERTED BARRACKS AS A PRISON

The barracks at Königsbrück, Germany, have been turned into a prison for captured French soldiers. The buildings have been surrounded by a double wire fence, and are heavily guarded. The prisoners seem well cared for and have reason to be thankful that they are not confined in camps.



GERMAN SOLDIERS DINING WHILE ON THE MARCH

ENGLEBERT

When the German army started toward France in the first days of August it was completely organized and its famous field kitchens kept pace with the troops. The photograph shows one of them in use. They are so built that the cooking can proceed as the wagons roll along, and at meal time the hungry soldiers can be fed as soon as the army halts. These kitchens are still in use.

DALLMEYER

WATCHING FOR WAR NEWS

A scene in Bielefeld, Germany, where citizens are reading war bulletins in front of the newspaper offices. Since this photograph was taken additional recruits have been called to the colors, and the street crowds now show a smaller percentage of men. The fortitude of the German people commands the respect of the world. Hard pressed as their nation is the people are calm and confident and unanimous in their patriotic devotion to their country. War loans have been oversubscribed. Experts declare that Germany can grow enough food to supply her entire population.

DALLMEYER

BRITISH PRISONERS OF WAR

This picture was made at Münster and shows British soldiers on their way to the barracks, where they are comfortably housed. The Germans claim to have captured over 600,000 men.

DALLMEYER

CONDEMNING HORSES FOR THE ARMY

When horses are needed for the army an order is sent to the citizens of a certain district to bring all their animals for inspection. Representatives of the army look the horses over and take those that meet with their approval. A fair price is paid, but the sale is a forced one. The photograph shows horses being inspected at Hanover. The problem of finding remounts for the army is a difficult one, as horses do not last long in a campaign and Germany cannot import them, except from the Scandinavian countries as she is cut off from the rest of the world commercially.

DALLMEYER

LANDSTURM CALLED OUT

A snapshot made in Hanover of the Landsturm being mobilized. All able-bodied male citizens under 45 years of age are included in the Landsturm, of which there are various classes. The men in the picture are between 42 and 45 years of age.

Making an Army of a Million Men

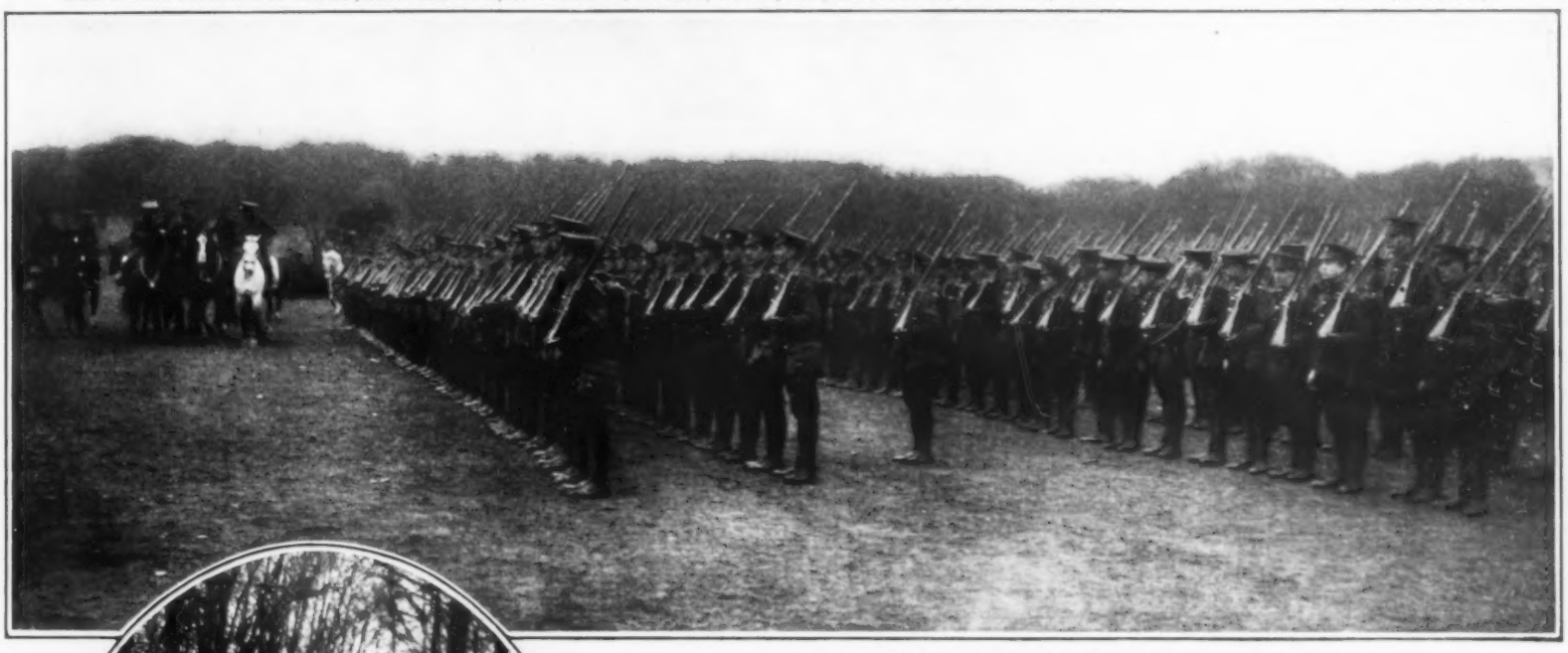
Photos by JAMES H. HARE, Special War Photographer for LESLIE'S

WHIPPING TOMMY ATKINS INTO MILITARY FORM

A machine gun battery being drilled at Knole Park, Kent, England. These men are not yet thoroughly disciplined soldiers, as some of them turned their heads to watch Mr. Hare as he took the picture. They are a part of that vast host of civilians that is being made into an army under the direction of General Sir Ian Hamilton. Never before has such a gigantic task been undertaken, and not merely efficiency but genius is necessary to its accomplishment.

KITCHENER'S RIGHT HAND MAN

General Sir Ian Hamilton, one of England's tried and proven soldiers in the Boer war, was selected to command the English training camps. While he would rather be at the front, he, like Lord Kitchener, must stay at home to do the important things.



TERRITORIALS UNDERGO THE ORDEAL OF INSPECTION

The Fourth Regiment of the West Lincolnshire Division of the Territorials being inspected by General Hamilton and staff. In a few months these men will be ready for service at the front and they will probably get plenty of it. The fear that they will never see any fighting is said to deter many Englishmen from enlisting.

STIRRING STRAINS OF THE DRUM AND FIFE

The British do not surround military life with many evidences of martial splendor, but they realize the necessity of music and depend largely on the fife and drum corps. The picture shows a detachment of recruits on a route march through one of England's splendid old parks.

INSPECTING THE MEN WHOM HE IS MAKING INTO SOLDIERS

General Hamilton and staff at a review of Territorials. The general, who is the idol of the Home Army, is the second man on horseback. His inspections are not mere formalities. He is a rigid disciplinarian and inspection means that everything that is not up to his high standard will have to be righted. It is said that Great Britain will have a million thoroughly trained men ready to take the field by April. Already upwards of half a million have been sent to the Continent. This includes the Indian contingent and the Colonial troops on duty there.

Watching the Nation's Business

The Republican Constructive Program for 1916; to Build Up and Stop Tearing Down.

By OSWALD F. SCHUETTE, LESLIE'S WEEKLY Bureau, Wyatt Building, Washington, D. C.

THE Republicans in Washington are confident of victory in 1916. This is the program on which they can ask for a restoration of power: Protection, Efficiency and Economy. Protection—because the industries of the country have withered under a lower tariff. Efficiency—because the government machinery has failed to demonstrate appreciation of the responsibilities of actual government. Economy—because the Democrats have thrown overboard their promises to end what they called "Republican extravagance."

Protection overshadows everything else. Many of the biggest Republican leaders including National Chairman Hilles, insist that a one-plank platform of four words—"Protection for American Industries"—alone would win the battle of 1916. These are the men from the great industrial states. With this platform of Protection will go again the promise of a tariff commission to give expert aid in the difficult task of tariff revision, to provide protection without extortion and without the crippling of competition. The commission is not to be given any legislative power. It probably will not even be given advisory power. It certainly will be given no taxing power. Its duty will be to collect and collate the vast technical and statistical information necessary in building a tariff statute. Prominent Democrats favor this plan.

To carry out the promises of efficiency and economy a budget plan is proposed. The exact plan is indefinite. In various forms this has been discussed ever since the foundation of the government. Until within the last 20 years its purpose was practically carried out by having all of the appropriation bills come from one committee in the House of Representatives. But that was before we spent $1,000,000,000 a year in running the government. For a single committee to make up a bill to spend that amount would be an enormous undertaking. It also would be a terrific concentration of power. Yet without power there can be no responsibility. And it has been this lack of responsibility which has resulted in cluttering up the various appropriation bills each year with a burden of expense that might easily have been eliminated. On the other hand, Congress will never permit the executive department, through the President, to present an iron-clad budget for acceptance or rejection by the legislative body.

Other planks will be written into the Republican platform of 1916. There is government aid for the merchant marine, for instance. This will take the form of the promise of direct subvention despite the bitter attacks that will be made on such a ship subsidy. The Democrats have fought this vigorously. It was under this slogan that they repealed the free tolls regulation for American ships in the Panama canal. But the nation has had a lesson. The European war has found us with our commerce crippled because we had no ships. President Wilson has sought to solve this problem by a government-owned merchant marine. This will involve an enormous outlay of money—far greater than any subsidy would have required. It proposes to turn back to private corporations the marine thus built up at heavy government expense. The opposition in Congress is vigorous and the proposal should be scheduled for defeat. Meantime our great crops of grain and cotton, and the products of our manufacturing industries must pay an enormous toll for delivery to Europe. When cotton was selling for six cents a pound last fall its price ran as high as eighteen cents in European markets because of these shipping difficulties—difficulties that would have disappeared had there been a genuine American merc ant marine.

HARRIS & EWING

"THE THREE JIMS" OF THE SENATE

From left to right, James O'Gorman, of New York, James Reed of Missouri, and James Martine, of New Jersey, who have taken issue with President Wilson over his dictatorial methods in handling Congress. As is usual in such cases hostilities have broken out over the question of patronage.

HARRIS & EWING

TWO REPUBLICAN PRESIDENTIAL POSSIBILITIES

Justice Charles E. Hughes, of the Supreme Court (to the left), and Myron T. Herrick, former governor of Ohio and recently Ambassador to France, both of whom are frequently mentioned as prospective candidates for the Republican presidential nomination next year.

Then there will have to be promises of a conservation policy that will open up rather than lock up. It will have to be a policy that will develop instead of blight. It must be a policy that will make available and usable the wonderful resources of the great West.

The trust program will be constructive instead of destructive. It will mean legislation that will define the law so that business will understand it. What the Republican party will say about the new Federal Trade Commission will depend upon what that commission does. It must be remembered that a Federal Trade Commission—although not in the terms of the present statute—was promised in the Republican platform of 1912. But whether this commission will help American business to conquer the world's market or whether it will cripple the corporations through which that business must be done will depend upon the commission itself more than upon the law.

The recommendations of the Republican party with reference to the Federal Reserve Act will also depend on the success of the existing statute. So far it has not had a fair test. The present financial situation will give it every opportunity to demonstrate whether the law can meet the heavy demands of unsettled conditions.

In the midst of all this talk about programs and platforms there comes to the surface anew the talk of candidacies. There has been an interesting revival within the last month of the boom for Charles E. Hughes, of New York, who stepped from the governorship of that state into the seclusion of an associate judgeship of the Supreme Court. Governor Hughes was regarded as a candidate in 1908 and was mentioned in 1912. There is little doubt now that if he were to say the word he would be the most formidable candidate. So far, however, he has declined to permit his name to be considered. Another candidate who has come into the limelight is Myron T. Herrick who has just laid down his duties as our ambassador to France, and whose services during the trying times at Paris won him the highest praise. The third one "to be mentioned" is Lawrence Y. Sherman, re-elected as Republican senator from Illinois. His boom, however, has so far been limited to the downstate district of Illinois, as a rival of Representative James R. Mann, minority leader of the House.

President Wilson is having his troubles with the "three Jims" of the senate. As an irreverent commentator put it, they may yet give him the "jim jams." They are Senators James A. O'Gorman of New York, James Martine of New Jersey, and James Reed, of Missouri, who have led a victorious fight against the President over the control of patronage in their respective states.

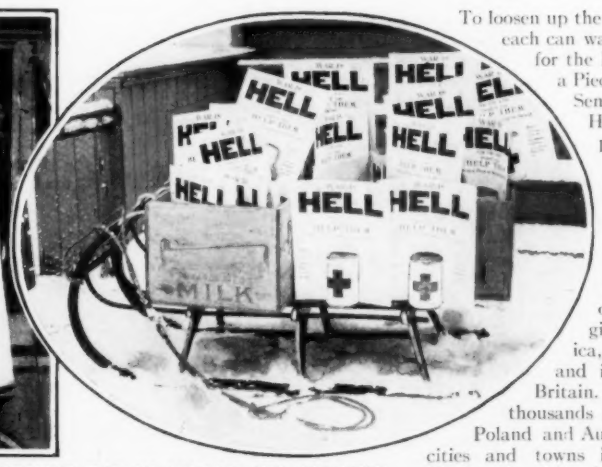
All the World Pays Toll to Mars

By MARTIN MARSHALL

IT was a picturesque gathering of soldiers that on December 21st celebrated the formal annexation of Egypt to the British Empire. Encamped around the pyramids at Gizeh is the army of the British Empire upon which devolves the protection of the Suez Canal and the defense of Egypt against the Turks. These troops, controlled by a single government and marching under one flag, include Australians, New Zealanders, English, Indians, Egyptians, Irish and Tasmanians. Among the New Zealand contingent are some Maoris, the magnificent aborigines of that commonwealth. These are but a part of the various peoples that go to make up one nation of the eleven that are now at war. Arrayed against Germany, Austro-Hungary and Turkey are Great Britain, France, Russia, Belgium, Servia, Montenegro, Japan and Portugal. It is said three-fifths of the entire population of the world are at war.

The ramifications of the war cover not only the nations involved, but the entire world. Indians are starving in the frozen regions of the Hudson Bay Company because the the war has ruined the fur market. South American countries are in dire need of imported products because German shipping has been swept from the seas and British and French commerce hampered by the war. Financial troubles in these countries, consequent upon war conditions, are widespread and likely to be long continued. Even in the remote islands of the south Pacific, so rarely disturbed by the doings of the great world, the primitive trade conditions have been upset and the peaceful natives at some places are on the verge of starvation.

Two photographs recently came to the office of LESLIE'S WEEKLY, which bring vividly to mind the contrasts of war. The first is a sign displayed by a business house in London. Patriotism comes first, represented by the Union Jack and the legend "Keep this Flag Flying," but trade, although in a secondary position, monopolizes most of the placard, with the inscription, "Business as Usual During Alterations to the Map of Europe." The second photograph comes from Skagway, Alaska, where the Methodist Episcopal Church undertook the collection of funds for the war sufferers in Europe. Tin cans were provided for volunteer collectors who, on an appointed day, scattered themselves through the city soliciting contributions.



HOW THEY VIEW WAR IN LONDON AND SKAGWAY

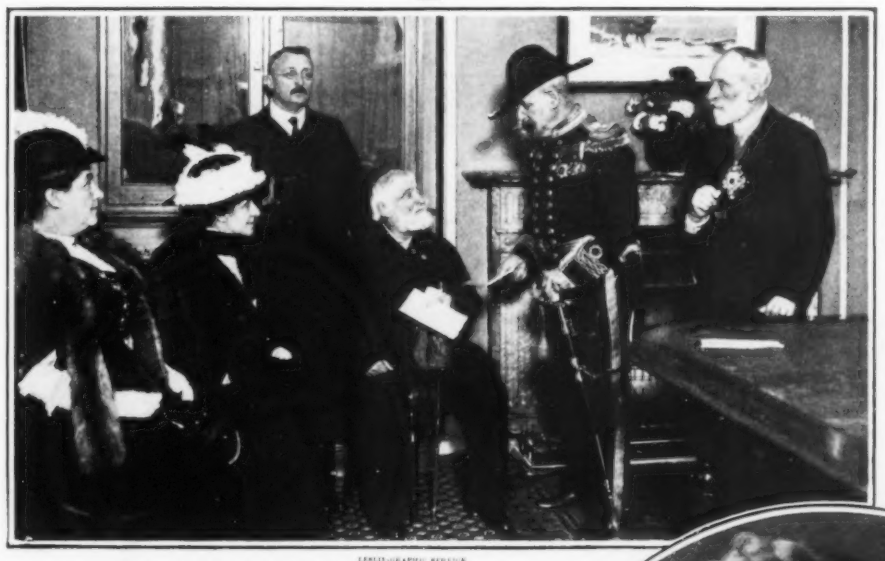
Two photographs of characteristic placards, the first showing the placid British spirit in times of trouble, and the second the breezy manners of the Alaskan city, where a considerable sum was collected for the war sufferers.

To loosen up the coin of the warm-hearted Alaskans, each can was placarded as follows: "War is Hell for the Kids. Won't you Help Them? Drop a Piece of Silver in the Can. Half Will be Sent to the American Red Cross Society; Half Will be Sent to Relieve the European Children Now Suffering Through the War." The outfit shown in the photograph collected $261.50.

The necessity for relief work in Europe is appalling in its immensity. It is certain that not less than ten million non-combatants are in dire straits. France is caring for her own sufferers as best she may. Belgium is the particular charge of America, assisted by the British government and individual contributors from Great Britain. East Prussia has its hundreds of thousands made homeless by war, and Russian Poland and Austrian Galicia likewise have countless cities and towns involved in universal destruction. Nearly all of Servia has felt the iron hand of war.

The world is responding nobly to the humanitarian appeal. Generosity was never more alive than today. Racial barriers were never more easily surmounted by kindness and charity. Practically the whole non-combatant world is combining to assist the Red Cross and other organizations of mercy. While these manifestations of a common humane impulse cannot do away with the horrors of war, they are cheerful and inspiring evidences that the development of our modern commercial system has at least brought the nations of the world into a closer bond of brotherhood. The American Red Cross and American private generosity maintain hospitals in France, Great Britain, Germany, Austria, Russia and Servia, where wounded are cared for without regard to nationality. In this way America is giving a practical proof of her friendship for all the world.

People Talked About



LESLIE-GRAPHIC SERVICE

TRULY AN ANCIENT MARINER

Captain Jackson, formerly of the British merchant marine, was the recipient of a message of congratulation from King George V on the recent occasion of his 107th birthday. The illustration shows the message being read to him by Commander R. R. Hubbard, R. N. Captain Jackson, who is an inmate of the Home for the Aged at Tooting, England, is fairly active, despite his great age. He can recall events of the last big war in which Great Britain was engaged, and which ended 100 years ago. He is said to be the oldest man in England.

BUSCHIN

GERMANY'S OLDEST GENERAL

The oldest officer in the German army now on active service is General-Field Marshal Count von Haeseler, who is 78 years old, and attached to the staff of the German Crown Prince. He is said to be the Prince's most trusted military adviser. Despite his years the count is active and full of enthusiasm. The large number of German generals of ripe age has frequently been commented upon. Germany does not discard her officers at an arbitrary age limit.

HASKELL

COMMANDER OF THE GIRL GUIDES

The girl in the photograph is Lady Clare Annesley, now a young woman and the commander of the Church Army Troop of the Girl Guides. The Guides aim to do for the girls of England what the Boy Scouts do for the boys. Lady Clare is the daughter of Priscilla, Countess of Annesley, also shown in the photograph, and a half sister of the present Count of Annesley.

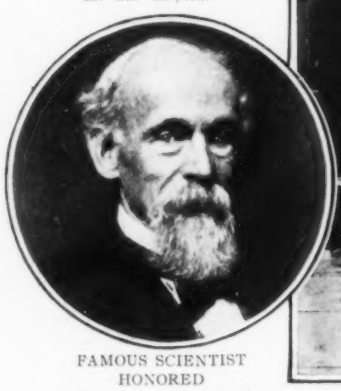
HASKELL

MELBA'S PATRIOTIC WORK

Mme. Melba, the prima donna, is devoting her time now to the collection of relief funds for the Australian soldiers and their families. She is an ardent canvasser, and has raised a large sum. She is shown in the picture with her father and her little niece, whom she has adopted.

CANADA'S HUSTLING WAR MINISTER

Canada was fortunate to have a real soldier as Minister of War when hostilities broke out in Europe. He is General Sam Hughes, and he saw service in South Africa during the Boer war, and has been around the world a lot since. He mobilized one army of 33,000 men in eight weeks and is training another one.



FAMOUS SCIENTIST HONORED

At its recent annual convention, the American Society of Mechanical Engineers installed Dr. John A. Brashear, of Pittsburgh, as its new president. Dr. Brashear is famous the world over as an astronomer and manufacturer of astronomical lenses. His most recent feat was making a 73-inch lens for a Canadian observatory.

ALASKA INDIANS ORGANIZE TO OPPOSE BARBAROUS CUSTOMS NEBKIL

This photograph shows the delegates to the recent annual meeting of the Grand Lodge of the Alaska Native Brotherhood, held in Sitka. The purpose of the organization is to combat the old tribal ideas in the minds of educated natives, and to prevent them from returning to the habits of their forefathers. Among the practices especially opposed are the observance of a caste system, the feasts for the dead and the extortion of money for imaginary injuries. Many Alaskan Indians are taking on the ways of civilization. The Brotherhood is fostered by Robert J. Diven.

MATZENE STUDIOS

CLEVELAND'S MUSIC MASTER

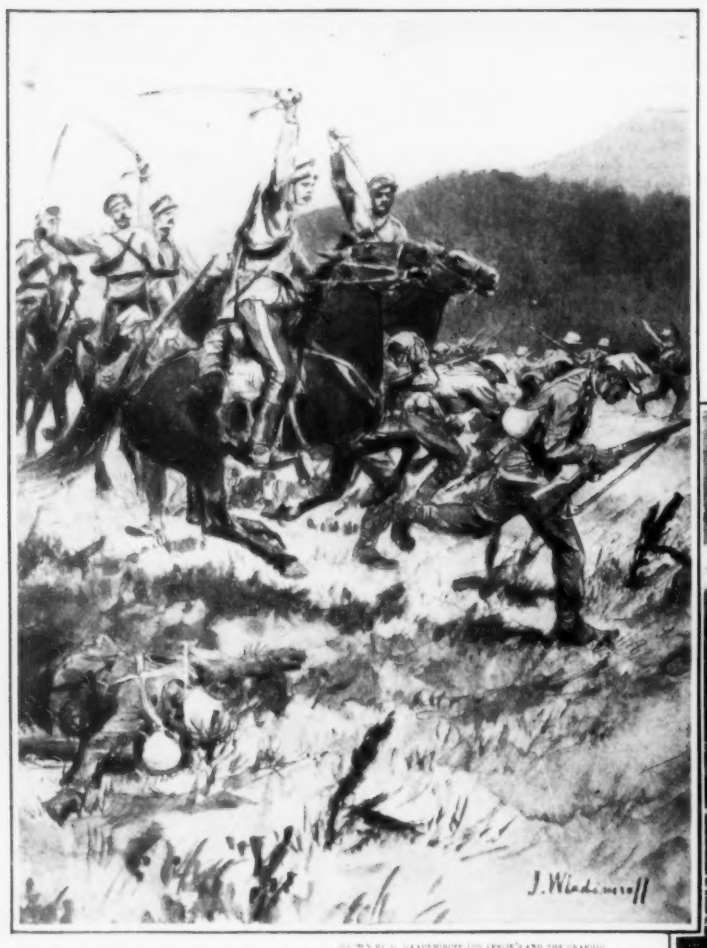
Mrs. Adella Prentiss Hughes has, through high ideals, won the recognition of the musical world. Ten years ago Cleveland, the sixth city in the country, was one of its poorest musical centers. Mrs. Hughes has successfully developed the musical taste of the city through symphony concerts.

Pictorial Digest of the Great World War

DRAWN BY F. G. CROSBY FOR LESLIE'S AND THE GRAPHIC

UHLANS SURPRISED BY A BELGIAN ARMORED MOTOR CAR

The armored motor car has been made an important factor in the Great War. All the nations use them, but the Belgians were fortunate in having a considerable number at the beginning of hostilities, which they used successfully against the German cavalry. Atherton Fleming, who made the sketch from which this drawing was worked up, was permitted to accompany one of these cars, and was a spectator of a lively skirmish with a party of Uhlans. The car, with its machine guns, was more than a match for the horsemen, but narrowly escaped being wrecked on a fallen horse. Military service is hard on motors of all kinds, and they require drivers who are expert mechanics. Even with the best of care they last but a short time.



DRAWN BY J. WLADIMOFF FOR LESLIE'S AND THE GRAPHIC

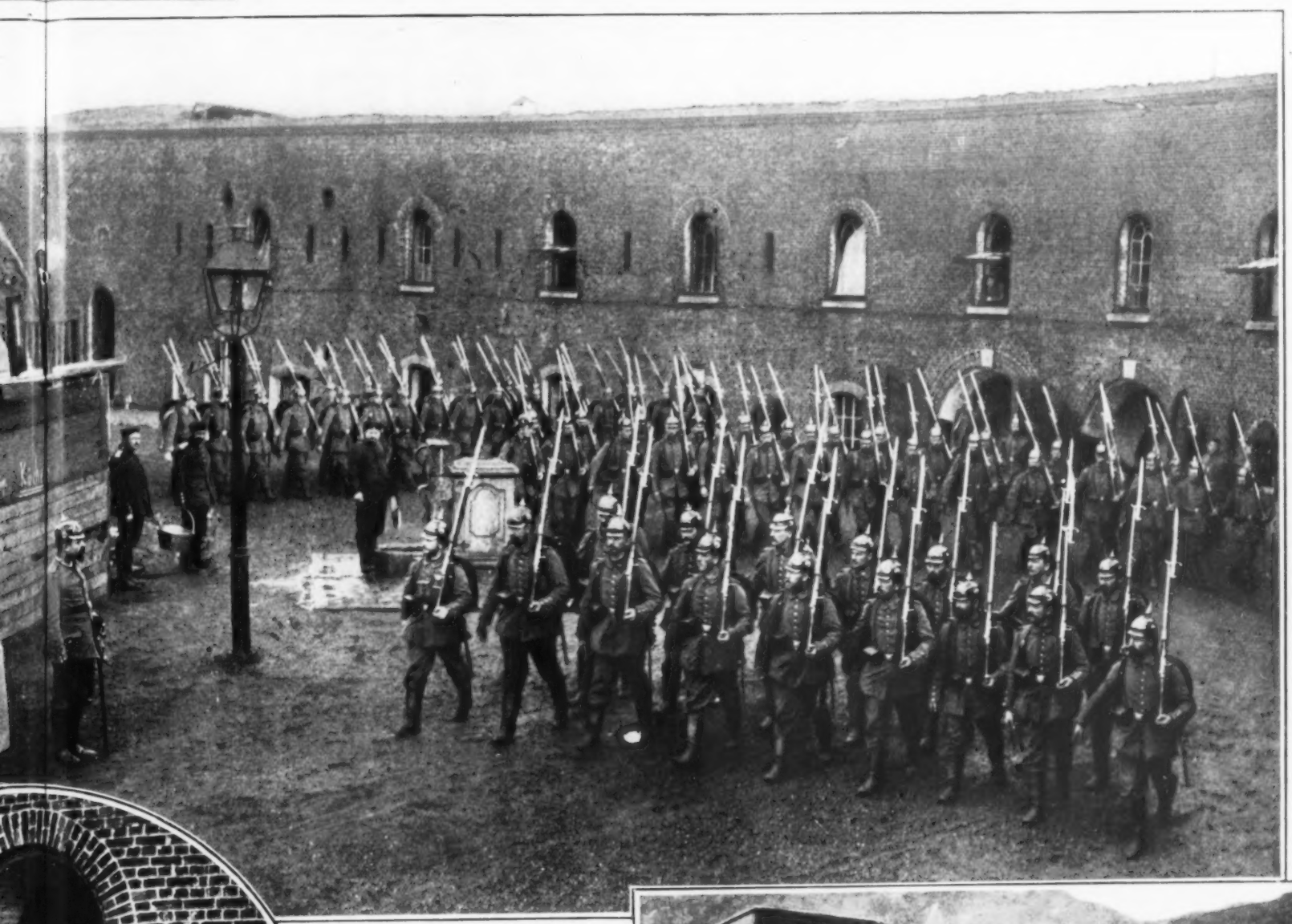
THE TERRIBLE COSSACKS ON THE CHARGE

The artist is a special correspondent with the Russian armies in Poland and this sketch portrays a charge by Cossacks, witnessed by him. They are driving before them retreating Austrians near Sandomir. He reports that the Austrians are not deficient in courage but are poorly equipped and badly fed. They were captured by the thousand. In the early weeks of the war the Austrians did not make a good showing, but later, under the direction of German generals, they have been more successful.

ILLUSTRIRTE ZEITUNG

RUSSIANS ROUTED BY GERMANS

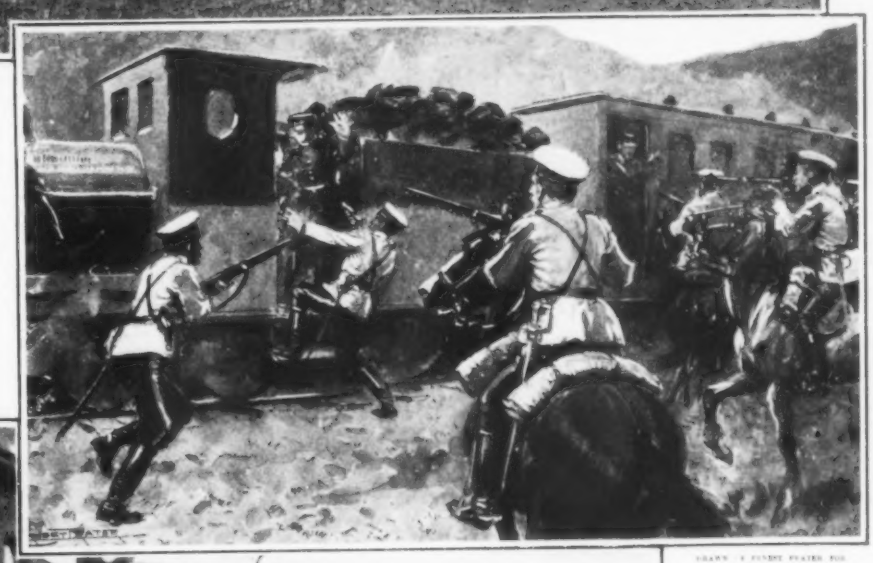
This drawing is from a leading German illustrated paper, and shows how the Russians were driven before the Kaiser's army at Wolclaweg, Poland. Since that battle the fortunes of war have favored first one side, then the other. General von Hindenburg has been giving the superior force of Russians the hardest kind of a fight. The Russians have been threatening Cracow, in Austrian Poland, and the Germans are trying to take Warsaw in Russian Poland.



VERENIGDE FOTOBUREAUX

GERMAN RULE IN ANTWERP

Antwerp, the principal seaport of Belgium, is being administered by the German military authorities, and repeated invitations have been issued to its expatriated citizens to return and resume their usual pursuits. Some have done so, but many still remain in Holland, where they fled when the city was captured, while others, to the number of many thousands have sought refuge in England. The photograph shows a company of German soldiers leaving Antwerp on scouting duty.



DRAWN BY A FOREIGN PAINTER FOR LESLIE'S AND THE GRAPHIC

COSSACKS CAPTURE A TRAIN

This picture illustrates an incident of the war in the Carpathian mountains, when a detachment of Cossacks captured a train bound to Vienna. The Cossacks are adaptable fellows and are, by many, considered the backbone of the Russian army. They are the most aggressive of all the Czar's soldiers, and form the greater part of the cavalry. In the desperate fighting around Warsaw they shared honors with the Siberian troops, who excel in bayonet charges.

VERENIGDE FOTOBUREAUX

A JOLLY HOSTESS

The German soldiers in Antwerp are "billeted" on the inhabitants—that is assigned to quarters in private homes. The photograph shows one of the many involuntary hostesses who is making the best of the situation, and pours her fare with laughter. The garrison of Antwerp is large, and is composed principally of Landsturm, men who are past 37 years of age.

VERENIGDE FOTOBUREAUX

STARVING BELGIANS BEG FOR BREAD FROM GERMANS

This photograph, taken in the streets of Antwerp a few weeks ago, shows a glimpse of what life is like in Belgium. The big army bread wagons, drawn by fat, sleek horses, roll through the streets and a mob of starving women and children follow, begging for food. Conditions in Antwerp are said to be very much better than in the interior towns. Officially Germany is doing little or nothing for these starving people, but the German soldier is frequently sympathetic to the point of sharing his rations with the destitute. Albert, King of the Belgians, has thanked the American people for the assistance sent his nation. He received a press representative at his headquarters, where he was not attended by even a staff officer.

Most punctures are unnecessary

Every experienced motorist knows that most punctures, so-called, are caused by faulty tubes rather than actual, accidental incision through the tire. Leakage around valves, porous rubber and worn spots are only a few of the unnecessary troubles common to cheap machine-made tubes.

The way to avoid needless punctures is to equip your car with tubes properly *made by hand out of real rubber. Kelly-Springfield Tubes* are made that way—and we make them slowly enough and in small enough quantity to *make them right.* If you are tired of needless tube trouble, try them.

Kelly-Springfield Tires are made the same way. You get the result in increased mileage.

Send for "Documents in Evidence" which tells the experience of others

Kelly-Springfield Tire Company
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If yours is a one-man office or a 300-stenographer concern—

THE YALE & TOWNE MFG. CO.

The Dictaphone,

Dear Sirs:—

The seventy-five Dictaphones now used in handling our New York correspondence were installed after fourteen years' experience with dictation machines. We early recognized the dictation machine system as logical and inevitable as it eliminated the duplication of work—twice written letters—which shorthand necessitated.

In 1913 we investigated the relative merits of dictation machines from all angles, as we desired to standardize on one make. The order you received for seventy-five Dictaphones was the result.

Dictaphones in our offices have meant a large saving in the cost of our correspondence. If we should give up the use of the Dictaphone today, we would undoubtedly need a much larger number of stenographers.

In addition to this direct traceable saving, we feel that the convenience of the Dictaphone and the time and trouble it saves to those dictating correspondence, while difficult to estimate in dollars and cents, is of equal importance.

Your service has been uniformly prompt, courteous and efficient on the very few occasions we have had to call on you. In fact, your facilities for providing service constituted one of the reasons which led us to standardize on Dictaphones.

Yours very truly,
THE YALE & TOWNE MFG. CO.

JOHN B. REIMER
Anthracite and Bituminous Coal
Masons' Building Materials

OZONE PARK, New York.

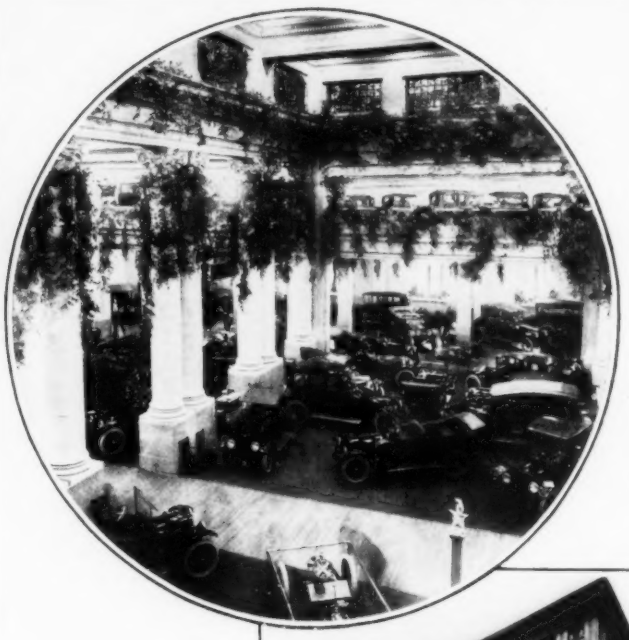
Answering yours of May 28th. Asking a man who has once used the Dictaphone as to his opinion in regard to its practicability and efficiency, is like asking a man's opinion of the telephone, the electric light; trolley-cars as against horse-cars; railroads as against stages; long-hand writing as against stenography, etc. The answer to these questions is so self-evident that any further expression of opinion is superfluous.

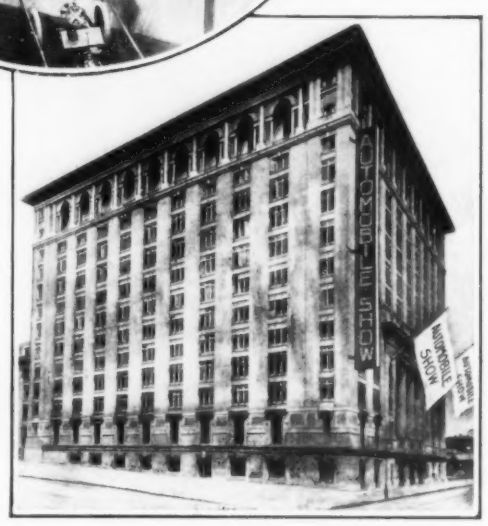
Yours very truly,
(Signed) JOHN B. REIMER.

THE DICTAPHONE
(REGISTERED)

The Dictaphone (Columbia Graphophone Co.) (Sole Distributors)
Suite 1116, Woolworth Building, N. Y.
"Your Day's Work"—a book we should like to send you.

A dictating corner in the Yale & Towne Mfg. Company's offices





Interior and exterior of the Grand Central Palace where the New York Automobile Show is now being held. The upper view is a photograph of last year's exhibition, and while the scheme of decoration will be changed materially, it is interesting to note how the general plan of the building adapts itself to shows of this character.

Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motor cycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, *225 Fifth Avenue, New York City. We answer inquiries free of charge.*

ABOUT THE SHOWS—AND ABOUT OURSELVES

THE annual New York and Chicago automobile Shows have come to be looked upon almost as national institutions. The first of the duet, that at New York, is in progress this week and will be followed immediately by its Chicago duplicate. To these exhibitions thousands of people will come from all parts of the country and many will there obtain their first view of the newly-produced 1915 models. In fact, there will be some surprises in store for *all* of the visitors, for several manufacturers have withheld the announcement of their new models until the opening of the Shows.

But in a certain way these annual exhibitions do not serve the same purpose as formerly. From exhibitions at which all new models were "sprung" as surprises, and which gave the dealers, as well as the prospective purchasers, their first idea of even the general appearance and specifications, they have developed into standard events in which, although the nature of the exhibits can be well determined in advance, the *proof* of the previously published specifications is furnished visibly; and in the midst of these newest of the best models, new dealers and prospective purchasers may select the car in which they are the most interested, and weigh it against its competitors. It is both a dealer's and consumer's exhibition.

The interest in these exhibitions is far-reaching and extends practically from coast to coast. Many men do not decide upon their 1915 car until the annual exhibition has presented all, and each has had its share of consideration. This tendency on the part of many of the automobile buying public is well illustrated by the case of a prominent university professor, who, last year, traveled 1200 miles to attend the New York Show, there to arrive at his final decision between two cars of similar price. It was with pleasure that the Motor Department received a call from this professor immediately upon his arrival in New York, and at this time he received our advice as to the respective merits of the two cars in question. This advice was followed a few hours later when, upon his first visit to the Show, he placed an order for the car that we had recommended, and correspondence with him since has proved to us, as well as to him, that we had recommended entirely according to his best interests.

It is at this time of the year that the newspapers and many periodicals are filled, from cover to cover, with material intended to arouse interest in the motor car and its accessories. Interest that is allowed to lie dormant throughout the year is thus stimulated and a certain percentage of patrons, in consequence, may be induced to attend the Show and these next year may become prospective purchasers.

With LESLIE'S readers, conditions seem to be different, however. The Motor Department has discovered that the interest in automobiles and kindred subjects is maintained throughout the year, and that at times which many manufacturers and dealers may consider to be the "off season," inquiries to the Motor Department continue in unabated volume. Whether the policy of LESLIE'S, of publishing a semi-monthly column of interest to all motorists and of meeting the requirements of each individual case that is presented to it, is responsible for this condition or not matters little. We feel that the interest in motors and accessories is not one of seasons, to be stimulated at stated intervals, but is perpetual, and it is for this reason that the Motor Department is operated at its full capacity during the fall months, as well as during the "Show season" and the height of the buying season.

The Motor Department is now well upon its second year. During the comparatively short period that it has been in existence it has offered free and unbiased advice regarding the purchase or equipment of some six million dollars' worth of motor cars, trucks, motorcycles and boats. In every case the

(Continued on page 15)

PREST-O-LITE
For Motorcycles

Down Below ZERO

WINTER WEATHER, rough, icy roads, and short days, make winter riding severe, and prove that good light is as important as power. Such conditions show you the all-year-around efficiency of Prest-O-Lite—the only practical light for motorcycles.

Cold does not affect it. It has nothing to freeze—no delicate wiring to snap and plunge you instantly into total darkness. No fragile adjustments or mechanism to be damaged by jolts and jars from frozen roads. "Spills" or "tip-overs" on slippery streets will wreck any delicate, complicated lighting system. Prest-O-Lite needs no expensive expert repairs or costly replacements.

30 Days for You to Make the Test

Prest-O-Lite is the only lighting system for motorcycles that will stand the acid test of a Free Trial on the rider's own machine. Ask your dealer for this opportunity. Give Prest-O-Lite a gruelling try-out in your daily riding. If at the end of 30 days you are not completely satisfied that Prest-O-Lite is the best lighting system for motorcycles—that it is the only dependable system of brilliant lighting—*the cheapest to buy and the cheapest to use*—the trial won't cost you a penny.

Insist Upon Getting It

Any dealer selling "complete equipment" will include Prest-O-Lite. A typical combination is Prest-O-Lite, an automatic reducing valve, a lamp and a mechanical horn for about one-half the price of an electric outfit. A dealer who knows night-riding, and has your interest at heart, will recommend Prest-O-Lite to you.

Get the Facts

Know the truth about all lighting systems before you buy. Your name and address on the top margin of this page will bring this information to you. Sign and send.

THE PREST-O-LITE CO., Inc.
731 Speedway, INDIANAPOLIS, IND.
Exchange Agencies Everywhere

$250.00 MONTH REPAIRING TIRES

Automobile business growing fast. Enormous field for tire repairing.

Each Auto Sold Means More Tires to Mend

Punctures and blowouts are common. Tires need retreading and vulcanizing. Something going wrong all the time. Thousands forced to buy new tires because they can't get old ones fixed. Think of the old bicycle days, repair shops on every corner—all making money. Autos make same proposition—only ten times bigger and better. Users of Haywood Tire Repair Plants are making big money. A man who bought a plant September, 1911, writes he has **cleared over $3,000.** Be the first to start. Experience unnecessary. You learn quick. Simply follow directions. Business comes fast and easy.

Repair Tires at Home

young men!—repair father's tires—get the money he pays garage man. Get the neighbor's work. **Auto owners**—repair your own tires—save money—have outfit for home use. Anyhow investigate. Send today for catalog explaining wonderful money making possibilities in this field.

HAYWOOD TIRE & EQUIPMENT CO.
615 Capitol Ave., Indianapolis, Ind.

Go To BERMUDA

TWIN SCREW **"Bermudian"**

Sails every Wednesday. 10,518 *tons Displ. Newest and fastest steamer to Bermuda. Book now.* **A. E. Outerbridge & Co.,** Agents, 29 B'way, N. Y., or **Thos. Cook & Son,** 245 & 2081 B'way & 264 & 553 5th Av., N. Y., or any agent.

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The Best Regular Services to EGYPT, INDIA, CHINA, PHILIPPINES, JAPAN, AUSTRALIA, NEW ZEALAND. Round World Trips and Winter Tours in India. PENINSULAR & ORIENTAL S. N. CO. Full information from

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DO YOU PLAY SOLITAIRE?

Try this new one. An interesting companion for spare moments, sleeplessness, traveler or invalid. 25c. postpaid; Dealers, $1.50 dozen. Vendome Hotel News Co., Minneapolis, Minn.

Motorists' Column

(Continued from page 14)

individual conditions are considered, and form the sole basis of the reply. Therefore, the more specific the detail concerning the conditions surrounding the particular inquiry, the more complete can be our reply, and the greater will be the service rendered. By far the greater majority of these replies are made through the mail, for it is seldom that we receive a letter of sufficient general interest to warrant its publication in the restricted space of the twice-a-month Motorists' Column.

To our friends, who have entrusted to us their motoring problems, we extend our appreciation, and the hope that we may continue to render efficient service to them; to those whose interest in such subjects has been aroused but recently, we repeat our offer to render free and unbiased advice on any question falling within the scope of our Department. We believe in the modern motor, and we believe in the ability of every average American to become the owner of some form of motor transportation.

Questions of General Interest

Life of Brake Lining

M. F. R.: "What should be the life of the unlubricated type of brake lining of a good quality?"

Good types of brake lining have been known to last, even under severe conditions, for 4000 or 5000 miles, and sometimes more. Many cars doubtless have been run 10,000 and 15,000 miles under favorable conditions, with no thought on the part of the owner as to the condition of the brake linings. It is important, however, that these be kept in the best of condition, for failure of either the service or emergency brakes at a crucial moment may result in a fatal accident. Some brake linings are guaranteed to last for a thousand miles, and under severe conditions such as are met with in mountainous regions, one that can be counted upon to do this must be properly made of the best material.

Mirrors for Rear Signals

L. B. L.: "I have a three-year-old car that has the drive located on the right side. I desire to attach a "rear view" mirror for observing approaching traffic but do not know how I can place it so that a vehicle about to overtake me can be seen on the left hand side—the side on which it would pass."

By using one of the convex type of mirrors that gives a large field in a small space, and placing this at the left at the proper angle, you would probably be able to observe a portion of the road behind you. Probably the most satisfactory location, however, would be at the forward crown of the left hand fender. In this position it is well protected, out of the way, and projects outward enough at the side to prevent the rear of the car from obstructing the vision. Mirrors with a special type of pedestal for attachment to the fender can be obtained.

Proper Battery Readings

T. B. M.: "What should be the reading of the liquid of a properly charged battery? I have just purchased a hydrometer and note that the red mark representing the highest reading is at 1280, but it is seldom that my cells reach this condition."

1280 represents a reading of a fully charged battery. If your cells are kept filled to the proper level with distilled water or rain water, you need feel no anxiety as to their condition if the reading of each is at 1250, or better.

Number of Screw Standards

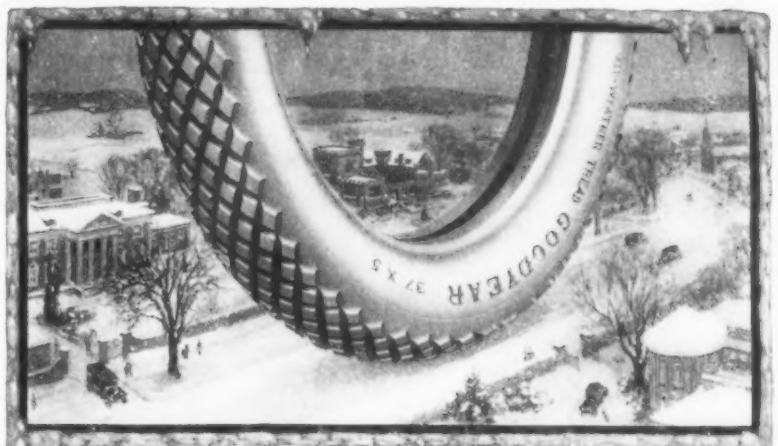
P. T. M.: "Can you tell me which screw standards are most used on automobile nuts, bolts, and other threaded parts? I understand that there are three in use."

You are correct in assuming that there are three standard types of threads in use on many motor cars. These are the A. L. A. M., now known as the S. A. E., the United States standard, and standard pipe threads. The nature of the part in question determines what type of standard thread will be used.

Anti-Freezing Mixtures

M. F. A.: "In the section of the country in which I reside the thermometer rarely falls below ten above zero. I hope to use my car throughout the winter and would like to know the best kind of anti-freezing mixture to employ in my radiator and cooling system."

Alcohol, either wood or denatured, forms about the most satisfactory anti-freezing material. One part of alcohol to three of water will not be effected by temperatures such as you would ordinarily meet with. The alcohol mingles readily with the water, and therefore it is not necessary that the two be mixed before being poured into the radiator. Furthermore, alcohol has no injurious effect on the rubber hose connections and gaskets. You must realize, however, that the alcohol will evaporate out of the water and that this will therefore need to be replenished more frequently than the water itself in order to maintain the same degree of specific gravity.



Winter Tires

With a Bulldog Grip—Tough and Double-Thick

The All-Weather tread is an exclusive Goodyear feature. In a dozen ways it is the most efficient anti-skid that's known.

It is double-thick, and made of rubber toughened by a secret Goodyear process. This means maximum resistance both to wear and puncture.

The grips are deep and sharp. They last for thousands of miles. Their grasp on wet or icy roads is resistless.

They spread out, so strains are not centered as in old-time anti-skids. They are flat and regular, so they don't cause vibration. On all roads at all seasons they run as smoothly as plain treads.

You'll find anti-skids priced one-third higher, but nothing compares in modernness and merit with this Goodyear All-Weather tread.

Tire Royalty

Goodyear Fortified tires with the All-Weather tread represent tire royalty. They combat rim-cutting. An exclusive feature holds them firmly to the rim. They get the "On-Air" cure to save a major cause of blow-outs. They contain a patent feature to combat loose treads.

We spend $100,000 yearly on research and experiment to keep it the best tire built. And its sale—exceeding any other—shows that men regard it so.

Get it, for your own sake. Any dealer will supply you.

GOODYEAR
AKRON, OHIO
No-Rim-Cut Tires
With All-Weather Treads or Smooth

The Goodyear Tire & Rubber Company, Akron, O.

Pinehurst
NORTH CAROLINA

Center of Winter out-of-door life of Middle South

Four excellent Hotels—many Cottages

CAROLINA now open
New addition open this month
Holly Inn, Berkshire and Harvard open early in January.
Special Rates during January

Splendid Clay
Tennis Courts
Frequent Tournaments
in all sports for desirable prizes

Three 18-hole golf courses and a 6-hole practice course, shooting preserve, trap shooting, livery and saddle horses, model dairy. Good roads in a radius of 50 miles or more. Frequent tournaments in all sports for desirable prizes.

Through Pullman Service to Pinehurst via Seaboard Air Line. Only one night out from Washington, Boston, Cleveland, Pittsburgh and Cincinnati

Send for illustrated Booklet giving full information to
General Office, Pinehurst, N. C., or Leonard Tufts, Owner, Boston, Mass.

$1 DOWN
FREE TRIAL

You can own a Burrowes Table. $1 or more down, according to size and style. Small amount each month. Prices from $15 up. Full equipment of Balls, Cues, etc., free. Sizes range up to 4½x9 feet (standard).

BURROWES
Home Billiard Table

Adapted for expert play and home practice. Portable—used in any room—on any house table, or on its own legs or folding stand. Quickly set aside—requires almost no room when not in use. Send for illustrated catalog explaining free trial offer with prices, terms of payment and testimonials from thousands of owners.

THE E. T. BURROWES CO., 511 Center St., Portland, Me.
Mfrs. Burrowes Rustless Insect Screens and Folding Card Tables.

Eat Your Way to Health

Nature Has Provided the Food—Rich and Tasty—Eat it—Nature Will Do the Rest

Reliable authorities tell us that Constipation is the primary cause of 97 per cent of all diseases.

Remove the Cause with Nature's Own FOOD
Tyler's Macerated Wheat

A combination of macerated wheat, nuts, raisins, and other wholesome corrective foods. Possesses all the organic vitality your blood and nerves demand. Supplies the necessary nourishment, and mineral salts to restore health and keep you in health. Aids digestion. Gives you a natural, normal appetite. Prolongs life. Prevents disease. Makes life worth living.

Invaluable for Nursing and Prospective Mothers

There is nothing so good as Tyler's Macerated Wheat for relieving constipation and consequent ills so common during the maternity period. Remarkably beneficial for the child. Of greatest value for producing and keeping up a good supply of rich, nutritious mother's milk. Write for literature giving valuable information for mother's diet. Send 2c stamp for Raw Food Book and Health Guide or send 10c for Trial can of the Food and Book, postpaid to any address.

BYRON TYLER, 40 Syndicate Bldg., Kansas City, Mo., U. S. A.

This Machine Will Earn $20 to $50 a Day for You

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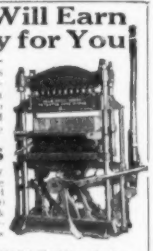

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Leslie's Export Promotion Bureau

Conducted by W. E. AUGHINBAUGH

EDITOR'S NOTE.—*In this issue Mr. Aughinbaugh continues his description of the possibilities of Latin-American countries. He has answered by mail many hundred inquiries, and will gladly place his knowledge of trade conditions in foreign countries at the service of* LESLIE'S *readers without charge. Inquiries should be addressed to* LESLIE'S *Export Promotion Bureau, 225 Fifth Avenue, New York City.*

DETROIT PUB. CO.

PETROGRAD, THE CAPITAL OF THE RUSSIAN EMPIRE

This wonderful city is the political center of an empire of 170,000,000 people, who will be good customers of the United States as soon as commercial relations can be resumed. Even now they are buying largely of our goods, and having them shipped via Pacific ports and the Trans-Siberian railroad. Before the war Russia was a heavy buyer of German products.

ONE of the consequences of the present European war will be that the markets of England, Russia, France and Belgium, which were great consumers of articles produced in Germany and Austria-Hungary, will be practically closed to these two countries, for a long time to come, as will those of the Teuton nations against those of the Allies. Undoubtedly, too, a prohibitive tariff will be enacted by each of the warring powers against their enemies, thus widening the commercial abyss.

Let us consider in terms of dollars just what this will mean. In 1913 Germany exported to England goods to the value of $487,000,000; to Russia $615,000,000; to France $266,000,000 and to Belgium $102,000,000, a grand total of $1,470,000,000. The first month of war, Germany's trade with England dropped off $48,000,000, of which sum $4,000,000 alone was for beet sugar, a commodity in which Germany excels.

Austria-Hungary in 1913 shipped to England goods amounting to $35,350,000; while France took $32,000,000; Belgium $11,000,000 and Russia $50,000,000, or in all $128,350,000. In the same period the Allied nations sold Germany merchandise worth $850,000,000, while Austria-Hungary purchased imports from these countries to the amount of $191,000,000. In other words, this war means that a commerce amounting to $2,639,350,000 has been practically destroyed.

With the Allied nations there is going to be a vast readjustment of commercial relations which will positively mean the total elimination of all imports of German or Austro-Hungarian make, and these two nations will no doubt of necessity retaliate in kind. The resulting conditions will not be of a temporary nature, but are destined to last for a considerable period.

Obviously the United States, due to its positively neutral attitude, its great resources and the fact that we are a manufacturing and producing nation, will derive the greatest benefit from this state of affairs. Economic writers predict that the next fifty years of our history will show the greatest commercial gains that the world has ever known in the history of any nation, due to the present strife in the Old World.

As a forerunner of these conditions, no better proof is manifest than the sentiment in Europe to-day. In Austria-Hungary and Germany, French, Belgian and English products of all kinds are tabooed, while in France, England, Belgium and Russia, the antipathy for German and Austrian goods is such that shop-keepers dare not even display them in their stores, while merchants unfortunate enough to have any stock from these nations on their hands cannot possibly dispose of it—could not, in fact, give it away. Even in the neutral states of Europe conditions are such that no sane business man will expose for sale or try to sell goods made by any of the belligerent nations.

Some idea of conditions in Europe may be gleaned from the following letter from Nicholas Klein, an attorney of Cincinnati, now traveling in Europe. It was written from Budapest, Hungary.

All of Europe is at war and nearly all of America is being adopted here in Europe. In Austria-Hungary, Germany and Turkey, no Russian, French or English goods can be sold now. In every city in the Dual Empire they have hoisted the American trade flag. French styles are now dead, as all goods are "American." Shoes in Constantinople are American, at least they are advertised as such. American peanuts in Rome, American Nick Carter novels in Sofia, American quick lunch rooms in Warsaw, American revolvers in Berlin, lead in popularity. American rubber heels, games, vaudeville, flags, candy, ice cream, clothes, rubber coats, powder, face creams, wigs, beds, furniture are sold throughout Europe. The "English Tailor" has changed his sign to "American Tailor," and so on all along the line. In a city park in Budapest, they have a rope between two platforms, at a height of about 25 feet, and the patrons, for a few pennies, slide from one end to the other. This is advertised as "the very latest American game". It takes for that reason.

Large stores have American flags displayed, and "English" is erased even from the newspaper advertisements. And all because England is helping Russia and the growing Slavism. As much as Russia is hated in Europe, so much is America now admired and imitated, because most of the goods being sold as "American" come from Germany or Austria, with the exception of cash registers, scales, typewriters, and adding machines. I have seen automobiles the past week marked as "American made" which have never seen America, but were made in France for export.

Even literature has been affected. Edgar Allan Poe and Longfellow hold the stage, as Victor Hugo and Emil Zola have been lost in the wars. Everywhere the bands play "ragtime," the American "tango and grapevine" hold forth and a new style of dancing has been called "Boston." It is everything but American in its wildness. In Russia, the "Grizzly Bear"; in Hungary, "Steamboat Bill"; in Turkey, "On the Mississippi"; in England, "Those Great, Big, Beautiful Eyes" seem to affect the music loving public, and even in symphonic Germany they scream "O, You Kid."

German goods never sold well in Germany, they called them French or Austrian; just so in Russia they always marked goods, "Made in England" or whatever came to their minds. Now it is "America." What effect this will have on our country after the war, both in trade and immigration we cannot say at this time; but while it lasts it feels good to be an American.

Even the armies feel the American movement—"It's a Long, Long Way to Tipperary," being the work of an American composer, while the martial strains of Sousa's marches lead the German and Austrian hosts into battle.

This being the mental attitude of all Europe toward us and the things which we manufacture, is it not truly the psychological moment to take advantage of the situation, and endeavor to get our share of the enormous business these countries have to place? Could conditions be more ideal? Could the time be more opportune? Will we as a nation ever be again confronted with such a chance? We can supply everything they need—drugs, chemicals, perfumes, flour, canned goods, hats, shoes, shirts, collars, neckties, socks, stockings, clothes, underwear, textiles, cotton, machinery, kitchen utensils and hardware.

Let us get busy at once! The time to begin is to-day! Don't wait until the war is over!

We note that the *American Exporter* has just compiled a very efficient and complete export trade directory for 1915. In view of the movement of American manufacturers and merchants to secure an increase in the export trade of the world, this book will be very useful. The information given is complete and concise.

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EXCELSIOR

In the World of Womankind

By FRANCES FREAR

EDITOR'S NOTE:—*This department is devoted to the interests of women. It aims to deal with vital problems in a wholesome and helpful way, and invites the co-operation of its readers. Inquiries will be answered, either through the columns of the paper, or by letter. In case an answer is wanted by mail, a stamp for postage should be enclosed, and all communications should bear the name and address of the writer. Address Frances Frear, care* LESLIE'S WEEKLY, *225 Fifth Avenue, New York City.*

WOMEN IN THE ONION FIELDS OF SPAIN

A group of women at Valencia packing onions for shipment. The work is done in the field close to the storehouse. Girls and women select and pack all the onions. They are called "Chicas," literally meaning "little girls," but indiscriminately applied to all female workers. They earn from fourteen to twenty-two cents a day. Men do the heavy work and are paid thirty-six to forty-five cents a day. Several thousand tons of Valencia onions are sold in the United States every year.

Don't Blame the Under-dressed Schoolgirl

SCHOOL children are not to be blamed if they dress immodestly. A school superintendent at Auburn, New York, has spoken recently upon the moral menace in the "immodest" clothes worn by school girls. President Taylor of the Board of Education of Newark, N. J., touching the same problem, declares that "pupils learn neither modesty nor economy from looking at the dresses worn by some of our teachers," and even suggests that a uniform for teachers may become necessary. The way the teacher dresses has great influence on the impressionable schoolgirl, but nine times out of ten if she did not get the example in "immodest" dressing from the teacher, she would get it at home from her mother and big sister. We are not disposed to place too much blame upon the young schoolgirl. She doesn't know any better, and how can she be expected to considering the example her teachers and elders set? If mothers had been more true to the traditions and ideals of American motherhood, this era of immodest dressing would not have gotten its hold upon the younger generation. When it comes to pass that school superintendents and presidents of school boards feel called upon to speak of the "immodest" clothes worn by young girls, the cheeks of mothers should crimson with shame. A girl's greatest charm is not good looks, but modesty. If mothers won't help their daughters to retain the charms of maidenly modesty, it may be necessary to appeal to the school authorities, but we hope that time has not yet come.

Women Who Make Living Dearer

WOMAN'S abuse of a shopping privilege adds tremendously to the cost of operating department stores and places a needless burden upon every buyer. One of the large merchants of New York City is authority for the statement that twenty-five per cent. of the articles sent out to charge patrons are returned, not occasionally but habitually. We are not thinking of the woman who returns garments that have been worn, and declares they have never been used. She belongs in a class by herself, and demands special treatment. But the woman who orders goods sent home without considering whether she needs them or not, ought to be amenable to reason. There are numerous legitimate reasons, for the return of purchases. But there is no excuse for the woman who sends home a half dozen articles which only need to be carelessly and excessively handled to make necessary a renovation charge when thrown back upon the store. This practice adds to the expense of running the store and reduces the wages of the salesgirl, since her remuneration is based on a general average of her sales and returns.

A Great Woman's Bible

A REVIVAL of interest in religion is one of the features of the war. Soldiers going to the front have been supplied with Bibles, and have been given splendid advice by their generals. Churches have been filled by those who have remained at home, for in a time of great catastrophe like this, the mind of mankind instinctively turns to a power higher than itself. This serves to recall the fact that the late Queen Victoria was an earnest student of the Bible and deeply interested in personal religion. In the British Museum the visitor will find a copy of the Pocket Testament which Queen Victoria gave to Lord Gower, on the fly-leaf of which she wrote a couple of her favorite texts. The verses are 1 Cor. 13:4 and 8.

A GIFTED ROYAL PERSONAGE

Princess Elizabeth of Roumania, who has inherited the beauty of her mother, Queen Mary. She is also unusually gifted for a member of a royal family. She writes well, paints and composes music. She trims her own hats and designs her own clothes. She can cook, make a garden and nurse the sick and is skilled in all manner of athletic sports. She has published two books of fairy stories and has won a prize for painting.

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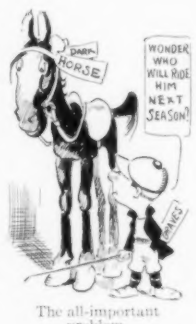
The Old Fan Says:

By ED A. GOEWEY Illustrated by "ZIM"

IF the gentleman who wrote the yarn concerning the famous leaping frog had only lived until the present time he could have penned a tale about the jumping ball player which would have forced his previous effort to take a seat in the extreme rear. In fact, the man who is unable to do some exceptionally fine, high, and lofty jumping, appears to stand but little chance of getting into the baseball limelight today; and the time may come when a manager, ere he signs a recruit, will inquire how far he can leap rather than how far he can hit. Perhaps the most conspicuous of the 1915 crop of diamond jumpers is our old friend Walter Johnson, premier twirler, who has beaten the record of the celebrated Finnigan for doing the "on again, off again" stunt. At the close of the recent season it was generally understood by the fans at large that Johnson was tied up to the Senators for 1915 with a contract. Recently, however, the entire baseball world was given a tremendous shock when Walter announced that he had decided to jump to the Feds, and that he would be seen twirling for the Chicago "outlaw" club next summer. The desertion of this great pitcher was a serious blow to organized baseball, not only because he was sure to be a big box-office attraction all over the Federal League circuit, but also because Johnson's jump might influence other stars to take similar action.



The all-important problem.

To offset the importation of Walter to the Windy City, Comiskey, owner of the White Sox, promptly purchased Eddie Collins from the Athletics, giving in exchange $50,000 in money and players. This move was followed by an announcement from both Ban Johnson and Clark Griffith that Walter's contract with the Senators was binding and the case would be carried to the highest court, if necessary, before he would be permitted to twirl "outlaw" baseball.

The biggest question in baseball.

But another bombshell was to be exploded. Walter is a popular youth, with thousands of friends, who have admired him for both his ability and his clean mode of living, and he decided that he must do nothing to injure his reputation with the fans as a sportsman. He arranged a meeting with his manager, and with lawyers for both himself and the Senators on hand, his contract with the Washington club was examined in detail. Then Johnson found that he was legally bound to organized baseball and he promptly announced that he would stick to his agreement and toss the pill for Griffith next season. It was a manly thing to do, considering that with the Senators his annual salary will be $12,500, while the Feds had agreed to pay him $16,000.

The cause of clean baseball has been given a big boost by Johnson's final decision, and he will be more popular even than last year, when the Washington fans thought so well of him that they gave him a loving cup filled to the brim with money.

But—and here's a point not to be overlooked—the decision of the big twirler to stick to the Senators has given the Feds a wallop in the solar plexus of their 1915 baseball chances from which they may never recover. It is the greatest setback Gilmore and his followers have received since they declared war and their future will be watched with added interest.

The same old pals.

However, between the writing of the above and its appearance in print there will be plenty of time for Walter to turn a few more flip-flops, so keep your eye on the centre ring.

Says the American League Batter:

"This Happy New Year stuff may do
For some—but not for me;
With Johnson back I'll be in luck
To bat 'round .123."

Right Off the Ice

The magnates of the Boston Braves have secured the signature of George Stallings to a contract to manage that outfit for the next five years. What was the matter? Were the owners afraid that he would jump to the Feds?

While Larry McLean, the elongated catcher of the Giants, was awaiting the outcome of the recent meetings of the baseball magnates in New York, it is alleged that he complained bitterly because a "good behavior" clause had been placed in his 1915 contract. Questioned about his conduct, Larry replied, "Why say, I'm so good that if I were any better I'd be lonesome."

When memorizing a list of genuinely game men, don't overlook Charlie Herzog, who has agreed to manage the Cincinnati Reds another season.

Present indications are that J. A. Gilmore, president of the Feds, has spoiled his chances of winning the Nobel peace prize.

Fred Rubien, secretary-treasurer of the A. A. U., and chairman of the Championship Committee of the parent body, has decided that because of the opportunity for "frameups," all races between brothers are to be barred in future. Recently there have been several races in which members of the same family participated which looked suspiciously as if they had been prearranged, and the A. A. U. will take such immediate action as will terminate such performances.

Connie Mack has announced that J. Franklin Baker is neither to be sold nor traded, and "Frank" has stated that he will not jump to the Feds. Now all doubt is removed from our minds and we know just where to go next season when we want to see home runs pounded out.

It is said that President Lannin, of the Red Sox, was most enthusiastic over the proposition that the magnates unite to strengthen the Yankees, until someone suggested that he contribute Speaker to the cause. Then—good night.

Tired of being driven by the Players' Fraternity, the National Baseball Commission has turned down flatly the nine demands made upon it by this organization, and has intimated that in future it will handle the baseball reins. President Johnson, of the Americans, declared that there is no possibility of the concessions being granted, as the majors have decided on a policy of economy for a time, and two of the demands would force an outlay of tremendously large sums of money. These particularly obnoxious demands were that major league clubs shall be forced to pay major league salaries as soon as they purchase or draft men from the minors, and that when any players are returned to the "bushes," the majors shall be obliged to guarantee them salaries twenty-five per cent. in advance of the minor league salary limit. Stop laughing, these things really were among the nine demands.

A writer has suggested that the introduction of baseball into Europe would act as a cure for the war fever. It is a hundred-to-one shot that the author of that suggestion never saw the Giants and Cubs, surrounded by several thousand fans, engaged in combat. Why, half of the European battles look like peace conventions when compared with some of the engagements staged on America's green diamonds.

It has been said that the reason Colonel Ruppert hesitated over the proposition to purchase the Yankees was "that he wanted a team with a more certain future." Great stars above, haven't these Yankees played a consistently bad article of baseball long enough to satisfy anyone that they can stick true to form?

"Tommy Burns, one-time world's champion heavyweight, was painfully injured recently," states a news item. In the ring or at the front fighting for his country, of course, say you. But you misjudge Tommy. He received his hurts by falling against the arm of a seat while travelling in a Pullman.

Making Geography Popular

By OSWALD F. SCHUETTE

THE National Geographic Society, at Washington, is the greatest scientific organization in the world. It now has more than 300,000 members—scattered throughout the world—and its membership is increasing at the rate of more than 300 a day. It is devoted to the collection and dissemination of geographic knowledge, and has been the strongest single influence in the world in the popularization of that science. On January 27, 1888, five "scientific geographers" in Washington conceived the plan of a national organization to foster this division of knowledge. They were Alexander Graham Bell, father of the telephone; Gen. A. W. Greely, polar explorer; Henry Gannett, the present president of the society; Gardiner Greene Hubbard, and O. H. Tittmann. The organization began as a thoroughly technical scientific institution. At the end of ten years it had 400 members and its monthly publication was about as dry a periodical as could be made.

In 1898, the directors undertook to popularize the organization and Gilbert H. Grosvenor, then a young Amherst alumnus just breaking into literary fame, was made editor of the magazine, and later the director of the society. He revolutionized the organization's publication and to-day—grown from a dull journal to a marvel of illustrations—it is the *National Geographic Magazine* that makes the society the powerful body it is. The work done by the Society in the publication of an illustrated monthly magazine is an interesting adaptation of the idea in which LESLIE'S WEEKLY is a pioneer.

The society's income consists of the membership dues—$2 a year— proceeds of the sale of maps and other publications, receipts from an annual lecture course in Washington, and payments for advertising in the magazine. The advertising pages are limited to fifty a month and most carefully censored by the editor, but even fifty pages at $600 each make a respectable total. For this year, the balance sheet of the society will show an income of about $700,000. Of this the publication of the magazine and of the maps and books issued by the organization has cost $580,000. For a new lecture hall $90,000 has been laid aside, and $30,000 has been spent for research work. The society has no endowment.

The growth of the society, and the popularity of its magazine, represent an interesting demonstration of the fundamental thought that has been worked out by Mr. Grosvenor and by his associate editor, John Oliver LaGorce—that the universal language of all mankind is the photograph. For the magazine, whose object it is to diffuse geographic knowledge, is really a monthly picture book made up of photographs from all portions of the world. In the vaults of the society are 20,000 photographs, 95 per cent. of them exclusively the property of the society, awaiting some incident in the young life of this old world to make them "timely" for publication. All of them are intended to arouse public interest in the study of geography. For the scientific geographers who are represented among the leaders of the society insist that geography is the most inclusive of all sciences, with complete jurisdiction over the land and the sea and the sky.

Among the research work aided by the society have been the Peary polar explorations, a four years' joint expedition into Peru with Yale University, and three years of investigation of volcanoes and glaciers in Alaska. The past year was marked by the opening of the new Administration Building of the society, a finely equipped structure which cost $175,000. Plans are already being made for the construction of a big auditorium adjoining the present building so that the society may hold its lectures in its own home.

HARRIS & EWING

GILBERT H. GROSVENOR
Director of the National Geographical Society at Washington, D. C., and editor of the *National Geographic Magazine.*

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JOHN OLIVER LAGORCE
Associate editor of the *National Geographic Magazine*, and, like the editor, a believer in abundant illustrations.

Pleasant Words from an Old Subscriber

IT is a great satisfaction to be assured from time to time that LESLIE'S is no ephemeral sheet with but a fleeting interest for its readers. That it is of enduring value to many individuals and families is attested by kindly and appreciative letters from many sources. One of these recently received, written by an octogenarian who has been a subscriber for over forty years, is of especial interest and reads as follows:

Duluth, Minn., Dec. 15, 1914.

Editor LESLIE'S WEEKLY: Allow me to congratulate you and all the members of that paper on your fifty-ninth anniversary. On December 13, 1855, I was married in Arlington, Virginia, and on Sunday, December 13, 1914, we celebrated our 59th anniversary. On my way west at Troy, N. Y., I bought one of the first papers issued, No. 1. In that time I have been a subscriber for over forty years and at the present time couldn't get along without it It is a welcome visitor at my house every week. Many changes have taken place in that time, in fact, what the world is today has taken place in that time. Well, old friend, here is God speed till we pass the next mile stone in our lives. May the good Lord spare us till that time. I am now 85 and my wife 87, so you see we are now nearing our last mile stone. Good-bye till our next. From an old friend,

T. J. WALL.

Uniform Laws in All the States

BECAUSE this is a nation composed of States possessing to a large extent sovereign powers, there has grown up in this country a great variety of legislative enactments and of methods of legal procedure. This has led to so much confusion and trouble that the most extreme advocate of "States rights" must admit that there would be distinct advantages in having a body of uniform laws for the entire republic. To bring about uniformity of laws, of judicial decisions, and of procedure and practice, both in this country and Canada, is the object of the "Conference of Commissioners on Uniform State Laws," which met lately at Washington and before which its president, Mr. Charles Thaddeus Terry, made a notable address. Mr. Terry, reviewing the aims and work of the organization, referred to the "illogical and wasteful inconsistencies of the laws of the several States" and argued that if "rights are to be preserved, if jurisprudence is to be sound, then the interests of the citizens of the various commonwealths must be governed by a uniform application of laws which operate irrespective of geographical consideration. Every lawyer, and every citizen who has had occasion to live or to do business in more than one State, must applaud this movement for the "standardization of State statutes." Under the existing system of dissimilar, and sometimes conflicting laws, great inconvenience, loss of time and money, and injustice are often experienced. The people of the Union should not be subjected to the workings of a mass of needlessly various and inconsistent legislation, merely because certain boundary lines exist. It is satisfying to know that through the influence of the Conference, many States have adopted uniform acts.

A New Year's Prayer

Old Year who goes across the snows,
O! take with you the sword,
And all the gory gods of war
That sin against the Lord.
Take hence the spirit of the strife
That rends the earth in twain,
And bear into oblivion
The crimson creed of Cain.

O, New Year! with the sunny hours
And fragrant flowers of spring,
The summer grain, the autumn fruit,
That joyously you bring,
Give us in lasting amity
The flags of battle furled,
And dove of peace with brooding wings
To heal a wounded world.

MINNA IRVING.

How Many Hides Has a Cow?

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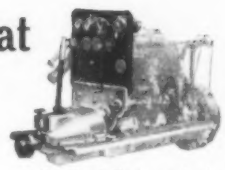
The Joy of Owning a Boat



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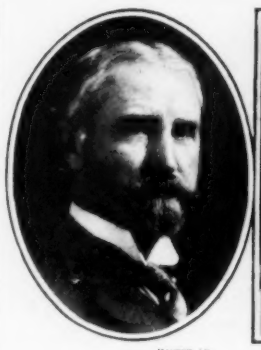


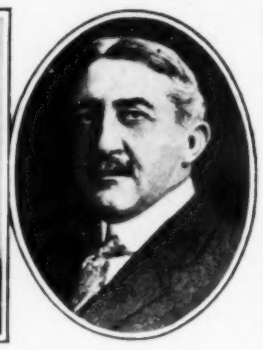
MADSON LD

DR. HENRY S. PRITCHETT

President of the Carnegie Foundation for the Advancement of Teaching, who has been elected as a director of the Atchison, Topeka and Santa Fe Railroad.

DR. ARTHUR T. HADLEY

President of Yale University, who is a member of the board of directors of the New York, New Haven and Hartford Railroad.



DR. EDWIN A. ALDERMAN

President of the University of Virginia, who, with Bishop Kilgo of the Methodist Episcopal Church South, was selected as a director of the Southern Railway.

PROMINENT EDUCATORS BECOME RAILROAD MEN

Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

ON the first of January, 1914, in my annual prediction, I urged my readers to "bring all their personal influence to bear on members of Congress to follow a constructive rather than a destructive course in legislating at the extra session."

I said: "The year 1914 for the American people will be what they make it for themselves. Let them turn away from the preachers of unrest and unreason and listen to the higher call of a patriotic duty." I added that unless this were done, "unless the attacks of trust-busters cease and the heavy hand of oppression be removed from the railroads, we must expect a repetition of the painful story of 1893."

I predicted "a diminished income for the Government and a deficiency in the revenues" that would have to be made up by putting additional burdens on the people. I closed with the prediction that "a sweeping Republican victory next fall (1914) will go far toward restoring public confidence because it will signalize the end of experimental legislation on radical lines."

I said: "Forty corporations in 1913 reduced or passed their dividends. The number will be increased in 1914." I leave my readers to ponder over these predictions. The reduction or passage of dividends has been on a scale rarely equalled. Only nine American copper companies at the close of 1914 are dividend-payers.

And now what is the outlook for 1915? I predict an improved condition of business and higher prices for securities and for speculative commodities such as grain, wool and cotton. This will be due to the extraordinary foreign demand for American products and to a better feeling among consumers at home.

I look for a general public demand for a constructive rather than a destructive public policy. The striking change in the attitude of the Interstate Commerce Commission toward the railroads was brought about by the pressure of public sentiment to which many of my readers contributed by writing letters to the members of that Commission, to Congressmen and to the President.

The change was helped by the protests of financial men which were stimulated by the earnest letters on the subject sent to 30,000 bankers in the country by J. S. Bache & Co. Chambers of Commerce, boards of trade and transportation, large shippers, all took the side of the railroads and put their pressure upon the obdurate and short-sighted members of the Commission.

I predict a decided change in the unfriendly attitude of many of our lawmakers and public officials toward the business interests of this country. I note with pleasure the organization of business men in New Jersey to promote the interests of dealers large and small. I note in the *Petroleum Age* the report that the oil men of Oklahoma have organized to squelch the agitators and demagogues who have been regulating the oil business to death.

The wool-growers of Oregon at their annual session at Pendleton have resolved "That we do hereby appeal to our national and state legislators and officials and to our own membership and the general public to adopt an attitude of encouragement toward transportation, public utility, manufacturing and business enterprises, to urge the repeal of legislation which, though exalted in purpose, has proved destructive in effect, and to support legislation that will foster the investment of capital, stimulate industry and increase material prosperity so that there will be better markets for our products, more profits for the producers and more employment and better wages for labor."

It is high time that the business men of this country should bestir themselves and protest against the hysterical craze for investigating, busting and smashing. Nearly thirty committees have endeavored to solve the industrial troubles in Colorado, and the demagogues are still working at the job, some of them while in the pay of the Government.

I predict that the business men of this country in 1915 will insist on fair play for the railroads and for business big and little and that they will not hesitate to speak with more courage than in the past.

It is encouraging to find the Hon. Charles Francis Adams of Massachusetts, chairman for seven years of the railroad commission of that State, writing to President Wilson of the great danger of the constant prosecution of the railroads, and eminent leaders of public opinion like President Butler of Columbia and ex-President Eliot of Harvard denouncing muckraking attacks on business and business men. No finer tribute to Mr. John D. Rockefeller was ever paid than that by President Eliot in his address at the Twentieth Century Club, at Boston, recently.

If the rising tide of public sentiment in favor of a constructive public policy fails to sharply retard the crusade against the railroads, we must enter upon another year of depression with a further reduction or cessation of dividends, many receiverships and heavy losses to security holders culminating either in a general reduction of wages or serious labor difficulties.

I predict that in 1915 legislators will not be so completely obsessed with the idea that Mr. Gompers controls the labor vote of the United States or that anybody controls the vote of the independent working masses. The millions of life-insurance policyholders and depositors in savings banks whose interests have been jeopardized by the attacks on our industries and our railroads will have something to say, if only at the polls.

I predict that the growing States of the West, the South and the Pacific Coast will take down instead of putting up the bars against the captains of industry and the promoters of railway enterprises. I note with pleasure that the newly-elected administration of Texas publicly announces that it promises to outside investors in Texas a square deal from that splendid commonwealth where capital can find many opportunities for investment.

I predict a revival of business in the iron and steel trade and in the extensive field of railway supplies and equipment, but only if the railroads are relieved from oppressive

(Continued on page 21)

COTTON as an Investment

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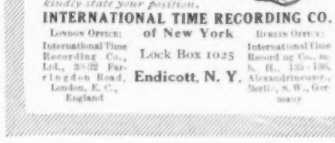

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Jasper's Hints to Money-Makers

(Continued from page 20)

legislation and given a fair earning power and a restoration of credit; otherwise these corporations must expect the worst. The recent advance granted to the Eastern lines is not sufficient. As President Rea of the Pennsylvania says: "The Federal Government should also award just compensation for the carriage of mails and parcels post and citizens should see to it that legislatures relieve the railroads from enforced wasteful expenditures. Under such a helpful policy, regulation rests on a solid foundation and confidence and prosperity should be duly encouraged."

I look for serious inroads on the freight traffic of the transcontinental lines by the growing competition of the Panama Canal, but this may be made up by the passenger increase due to the Expositions in California.

I predict that interest rates will be higher this year because of the enormous demands for war loans. This may compel further liquidation of foreign holdings of our securities under the pressure of a strained money market abroad. If this pressure should prove to be heavy, it will repress an advancing tendency in our market unless balanced by increasing exports.

The year 1915 opens much more auspiciously than did 1914. It will not be a year of wild speculation but with satisfactory crops and a continuance of the foreign demand for all the necessaries of life that we can supply and with a freer market for the cotton of the South, the customary spring rise in the stock market will be in order.

A business boom and a vigorous revival of interest in the stock exchange will follow the presidential election next year.

W. F., New York: Your inquiry is not clear.

L., New York: This is not a good time to sacrifice any of the cheap industrial securities.

K., Washington, D. C.: I see no escape for holders of Wabash stock but to pay an assessment.

W., Upper Alton, Ill.: I do not regard the Thompson Malted Fruit Co. stock as a well-selected investment.

M., Corydon, Ia.: Shares of newly organized insurance companies are not looked upon favorably by careful investors.

R., Chicago: I do not advise the purchase of Rock Island Common. While receivers have not been appointed, a reorganization will be necessary. With that end in view, the control of the stock pledged for the Collateral Trust Bonds has just been secured by a Bondholders Committee.

J. M., Highland, Ill.: Corn Products Com. looks like a better purchase than Sterling Gum, though wide-awake speculators are promising to put up the latter with the purpose of taking a profit. If the Government suit against Corn Products fails, and this is not unlikely, the stock ought to sell higher.

H., San Jose, Calif.: U. S. Steel Com. and Rumely Products Co. Com. are hardly regarded as "safe investments." If the railroads are able to re-establish their credit and to expend what is required for new equipments, the iron and steel industry will be favorably affected. Unfortunately, this is not the situation, though it may be before the close of the year.

P., Chicago: 1. United Cigar Stores of Canada has no connection with the company of a similar name in the United States, and must be regarded as a highly speculative affair, promoted by those who are apparently anxious to realize a profit. 2. The Toledo, St. Louis & Western 4's would undoubtedly earn their interest charges if the railroads were given fair consideration. I would not sacrifice them at present prices.

K., Cincinnati: B. & O. 4½ per cent. convertible bonds are convertible into stock at 110 up to 1923 and can be called at 102½ at ninety days' notice. High-grade bonds with the convertible privilege include the Atchison 4's, St. Paul 4½'s, the U. P. 4's, Pennsylvania 3½'s and Am. Tel. & Tel. 4½'s. High-grade railroad bonds not convertible include Atchison General 4's, C. B. & Q. General 4's, Reading General 4's and U. P. first 4's. All good.

C., Erie, Pa.: 1. Municipal securities are well regarded but in the early days some Western securities of this character were sold on expectations of municipal developments that were not realized. Examine carefully into such matters. 2. Bonds secured by real estate in growing cities like those on the Pacific Coast ought to be a good investment. 3. Where the legal rate is 7 or 8 per cent. or more, loans can be made advantageously at these figures.

New York, Jan. 1, 1915. JASPER.

Special Circulars of Information

Readers who are interested in informing themselves regarding the stock exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

First mortgage 6 per cent. loans of $200 and upward have been sold for over thirty years by Perkins & Co., Lawrence, Kans. Write them for their "Loan List 716."

A free booklet showing how savings of $5 monthly and upward can be made to accumulate and pay 7 per cent. can be had by writing to the industrial B. & L. Association, 336 15th St., Denver, Colo.

A free booklet and miniature bank are offered by the Pioneer Trust & Savings Bank, 14 L. Pioneer St., Basin, Wyo., to those who wish 6 per cent. on their savings deposits. Write them accordingly.

6 per cent. on savings deposits is offered by the Bank of Whigham, 22 Broad St., Whigham, Ga. The legal rate of interest in Georgia is much higher than in the Eastern States. Write to the above bank for a free book of information.

Information regarding stock prices and dividends, and method of purchase is supplied in "Partial Payment Plan" and "Investors Guide" which may be had free by addressing L. R. Latrobe and Co., 111 Broadway, New York City.

A booklet with a list of first mortgage, 7 per cent. loans and methods, of purchasing them, the loans ranging from $300 to $10,000, has been published by the Aurelius-Swanson Co., 28 State National Bank Bldg., Oklahoma City, Okla. Write for a free copy.

The January issue of the "Green Book," including full information regarding Standard Oil stocks and other securities with prices, dividends, etc., can be had without charge by writing to Slattery & Co., investment securities, 40 Exchange Pl., New York.

The railroads and industrial corporations that benefit from the rate increase are embodied in a carefully prepared list by John Muir & Co., specialists in Odd Lots and members New York Stock Exchange, 74 Broadway, New York. Write them for a free copy.

Bonds in denominations of $100 and upward maturing in from one to five years, secured by high-grade Chicago property and paying 6 per cent. with interest payable semi-annually, are highly recommended by W. N. MacQueen & Co., mortgage and bond bankers, 10 So. La Salle St., Chicago. Write them for their "Free Booklet B. 44."

An interesting little publication called "Bond Topics," published by J. H. Bickmore & Co., 111 Broadway, New York, will furnish interesting and instructive reading to those who are seeking $100 bond investments, returning a generous rate of interest. Write for a free copy of the December issue of "Bond Topics" to Bickmore & Co.

Georgia Farm loans paying 6 and 7 per cent. recommended to small investors are sold by the Sessions Loan & Trust Co., Marietta, Ga. Write them for their illustrated booklets showing how to save $1,000 in ten years by investing a few cents a day. Write for loan list and full details, to the Sessions Loan & Trust Co., Box 5, Marietta, Ga.

A safe way to save at the beginning of the New Year by buying first-class investment bonds in denomination of $100 and yielding 5 to 6 per cent., by making monthly payments of $10, is fully described in a free booklet published by Liggett, Hichborn & Co. 60 Congress Street, Boston. Write them for a copy.

6 per cent. gold bonds in denominations of $100 and upward secured by improved real estate in Chicago have been sold for many years by S. W. Straus & Co., mortgage and bond bankers, Straus Bldg., Chicago, and No. 1 Wall Street, New York. Investors are invited to write to the above company for a copy of the Straus *Investors Magazine* and the interesting "January Booklet No. 601-B."

An attractive little booklet on the world's supply of wheat showing the effect of wars on wheat, with statistics of prices and the method of trading in the grain market has been carefully compiled by Renskorf, Lyon & Co., members New York Stock Exchange, and the Chicago Board of Trade, 33 New Street, New York. Write for a free copy of this booklet, and also for "Special Letter No. 16," on "Cotton as An Investment."

How to buy high-grade and dividend-paying stocks or bonds, with a small first payment and the balance in small monthly payments, is disclosed in a booklet issued by Sheldon, Morgan & Co., members of the New York Stock Exchange and Chicago Board of Trade. The purchaser receives the dividends while the securities are being paid for. Write to Sheldon, Morgan & Co., 42 Broadway, Dept. A., New York City, for free booklet number 11.

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Carnegie Hall		Symphony and concert.
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Cohan's	It Pays to Advertise	A roaring farce.
Comedy	The Marriage of Kitty	With Marie Tempest
Cort	Under Cover	Good melodrama.
Eltinge	The Song of Songs	Tiresome and disgusting play.
Empire	Driven	Notable company in another London success.
Fulton	Twin Beds	Funny.
Gaiety	Daddy Long-Legs	Comedy of sweetness and sentiment.
Globe	Chin-Chin	Montgomery and Stone in a splendid musical comedy.
Harris	The Lie	Reappearance of Margaret Illington.
Hippodrome	Wars of the World	Magnificent spectacle
Hudson	In the Limelight	With Douglas Fairbanks.
Knickerbocker	The Debutante	Hazel Dawn in a flimsy operetta.
Liberty	The Silent Voice	With Otis Skinner.
Little	A Pair of Silk Stockings	Society farce.
Longacre	So Much for So Much	Absurd melodrama.
Lyceum	Outcast	With Elsie Ferguson.
Lyric	The Only Girl	Admirable mixture of farce, comedy and music.
Manhattan Opera House	Life	Stupendous melodrama.
Maxine Elliott's	The Hawk	William Faversham and Gabrielle Dorziat in a strong drama.
New Amsterdam	Watch Your Step	Ragtime musical comedy.
New York	High-Class Motion Pictures	
Park	Polygamy	An absorbing Mormon drama.
Playhouse	Just Herself	Lydia Lopokova in a silly comedy.
Proctor's	Excellent Vaudeville	New bill weekly.
Republic	Kick In	Good crook play.
Shubert	Suzi	Musical comedy hit.
39th Street	A Mix-Up	Marie Dressler in a good farce.
44th Street	The Lilac Domino	Tuneful operetta.
48th Street	The Law of the Land	Thrilling melodrama.
Wallack's	First-Class Motion Pictures	
Winter Garden	Dancing Around	Spicy vaudeville.

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Postal Life, N.Y.

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Photo by Pach Bros. N.Y. CLEVELAND

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Deciding upon the **kind** of life insurance policy to take out, like the purchasing of a home, whose permanent maintenance that policy makes certain, should not be a hasty matter; it is most important.

You cannot resolve too quickly that you will take out **some** kind of policy. Read what four distinguished Americans say, but consider carefully **just what kind** will best meet your needs.

Photo by Pach Bros. N.Y. ROOSEVELT

Life Insurance increases the stability of the business world, raises its moral tone and puts a premium upon those habits of thrift and saving which are so essential to the welfare of the people as a body.

Service

Your decision as to **which** policy is best will not take long if you go about it in the right way—the **direct** way—as made possible for you by the Postal Life Insurance Company.

It sends no agent to bother you, but it forwards **by mail** full **official** information **regarding** any standard policy-form.

The Company will also send you on approval the policy itself, so that you can see **just what you will get,** and when you are once a policyholder it will continue to be at your service for consultation and advice—personally or by letter—which also includes the service of the Company's **Health Bureau for Policyholders.**

Saving

Besides **service** you will find net cost low in the Postal because **you** get the benefit of **the agent's first-year commission**—a substantial saving guaranteed in your policy.

In **subsequent** years you get the agent's **renewal commission,** namely 7½%, and you also receive an **office-expense saving** of 2%, making up the

Annual Dividend of

9½%

Guaranteed in the Policy

Beginning at the close of the second year the Postal pays contingent dividends besides, depending on earnings, and it also does away with numerous branch offices and various unnecessary State requirements, thus making additional savings.

Safety

The Postal is **safe** because it sets aside the full reserves required by law and necessary for the payment **of all policy claims,** now and in the future.

In addition to this legal reserve — now more than **$9,000,000,** invested in interest-bearing securities, the Postal carries a **surplus** and has **ample funds** at interest in leading banks, and a **special deposit of $100,000** with the State of New York, where the Company is chartered.

Though less than ten years old, it now pays — and promptly — **more than a million dollars a year** to beneficiaries throughout the Union and elsewhere, under policies issued through the Company's **direct** non-agency method of doing business and under those assumed in its reinsurances.

For You and Yours

It will pay you to write to-day for the Company's Official Booklet, ***"SOUND INSURANCE PROTECTION AT LOW NET COST"*** also official figures for your own age, on any form of policy—**Whole-Life, Limited-Payment Life, Endowment, Joint-Life, Child's Welfare,** or on a **Monthly Income Policy.**

Photo by Pach Bros. N.Y. TAFT

A man in office without means must abandon the hope of making the future luxuriously comfortable. All a man can do under existing circumstances to safeguard his family is to get his life insured.

The Postal issues all the standard forms and all these are approved by the strict New York State Insurance Department.

Just write and say:

"Mail official insurance particulars as per JANUARY 7th LESLIE'S WEEKLY

And to find out how much you save, be sure to give:

1. Your full name.
2. Your occupation.
3. The exact date of your birth.

No agent will be sent to visit you. Commission-savings thus resulting go to **you** because you deal **direct.**

Photo by Pach Bros. N.Y. WILSON

If a man does not provide for his children, if he does not provide for all those dependent upon him, then he has not opened his eyes to any adequate conception of human life.

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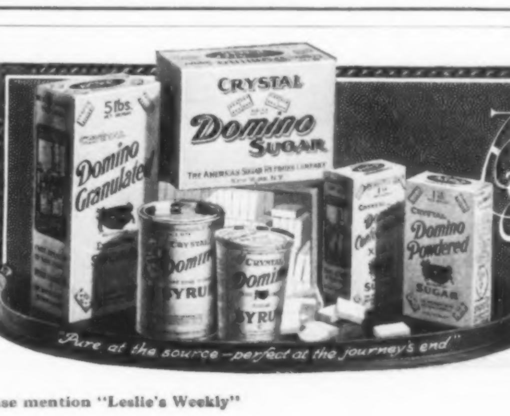

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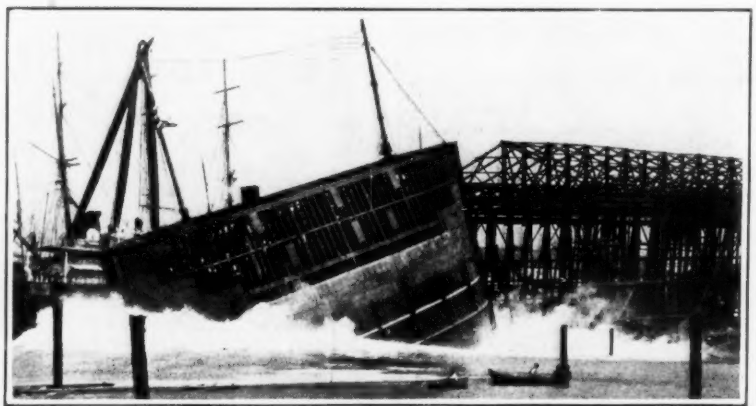


PACIFIC PHOTO NEWS SERVICE

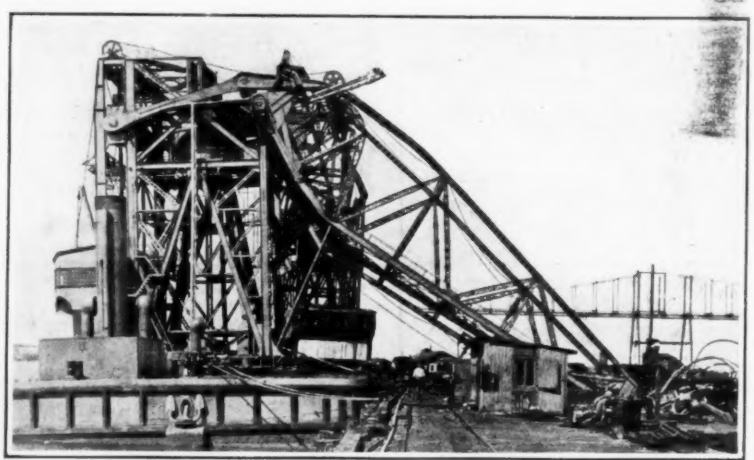
LARGEST CAISSON FOR PANAMA CANAL

The lock entrance caisson built for the Panama Canal has just completed its long voyage from San Francisco to the canal. It is 113 feet 10 inches long, 66 feet deep and its greatest width is 18 feet. It is to be used as a barrier, or cofferdam, across the lock chambers when it is necessary to repair the gates. The photograph shows it being launched at San Francisco.

PACIFIC PHOTO NEWS SERVICE

GIGANTIC FERRYBOAT LAUNCHED

What is said to be the largest ferryboat in the world was launched recently at San Francisco. It is the *Contra Costa*, built to ferry railroad cars between Port Costa and Benicia. It is 433 feet long and has a capacity of 36 freight cars and two engines. The cost was $450,000.



IRVING

HUGE CRANE CRUMPLES UNDER TEST, CAUSING A LOSS OF $100,000

The floating crane *Ajax*, built by a German firm for the Panama Canal Commission, and said to be the largest in the world with the exception of the *Hercules*, a twin machine also built for the Canal, broke down under a test at Cristobal, C. Z., causing a loss to the contractors of over $100,000. It was lifting a load of 672,000 pounds when the boom gave way with the result shown in the picture. Six months will be required to repair it.

HUFHAM

CONFISCATED LIQUOR POURED INTO SEWER

Roseburg, Ore., has an ordinance requiring that all liquor brought into the city shall come by common carrier. When J. M. Spancake was caught with two barrels of bottled beer and a case of whiskey in his wagon he was arrested and fined $50. The next day the police poured the liquor into the sewer. A large crowd gathered to watch the big job of bottle opening.

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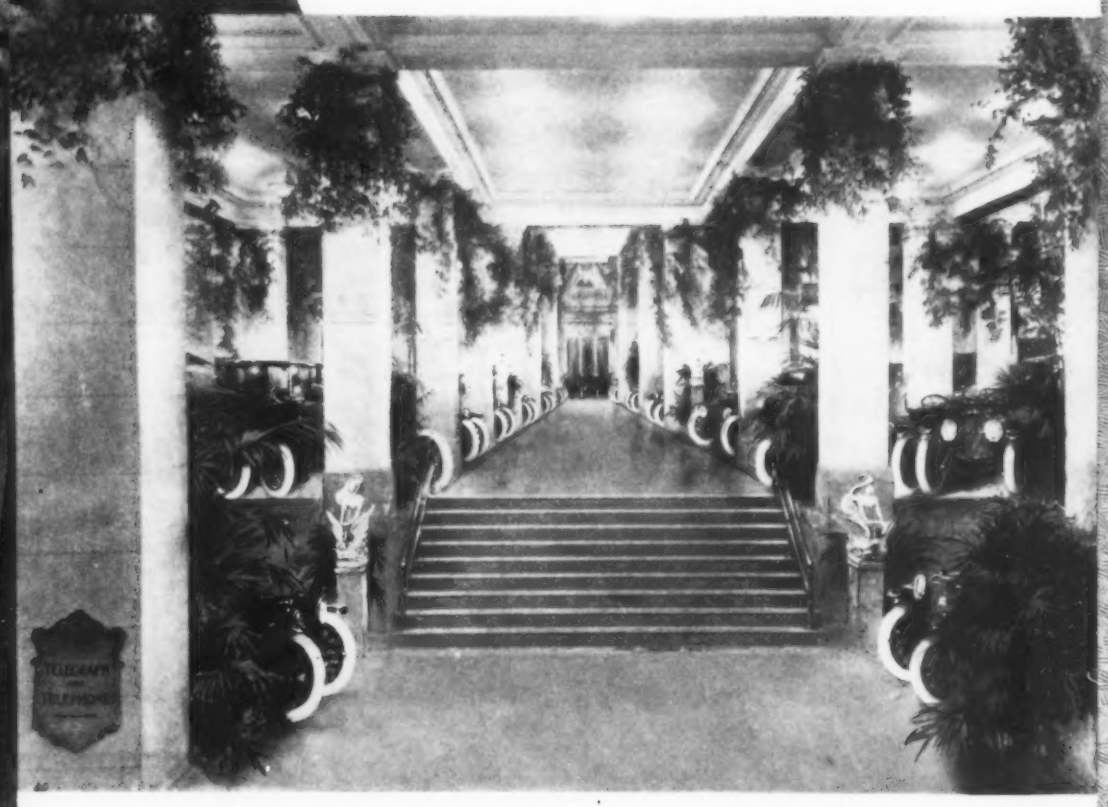

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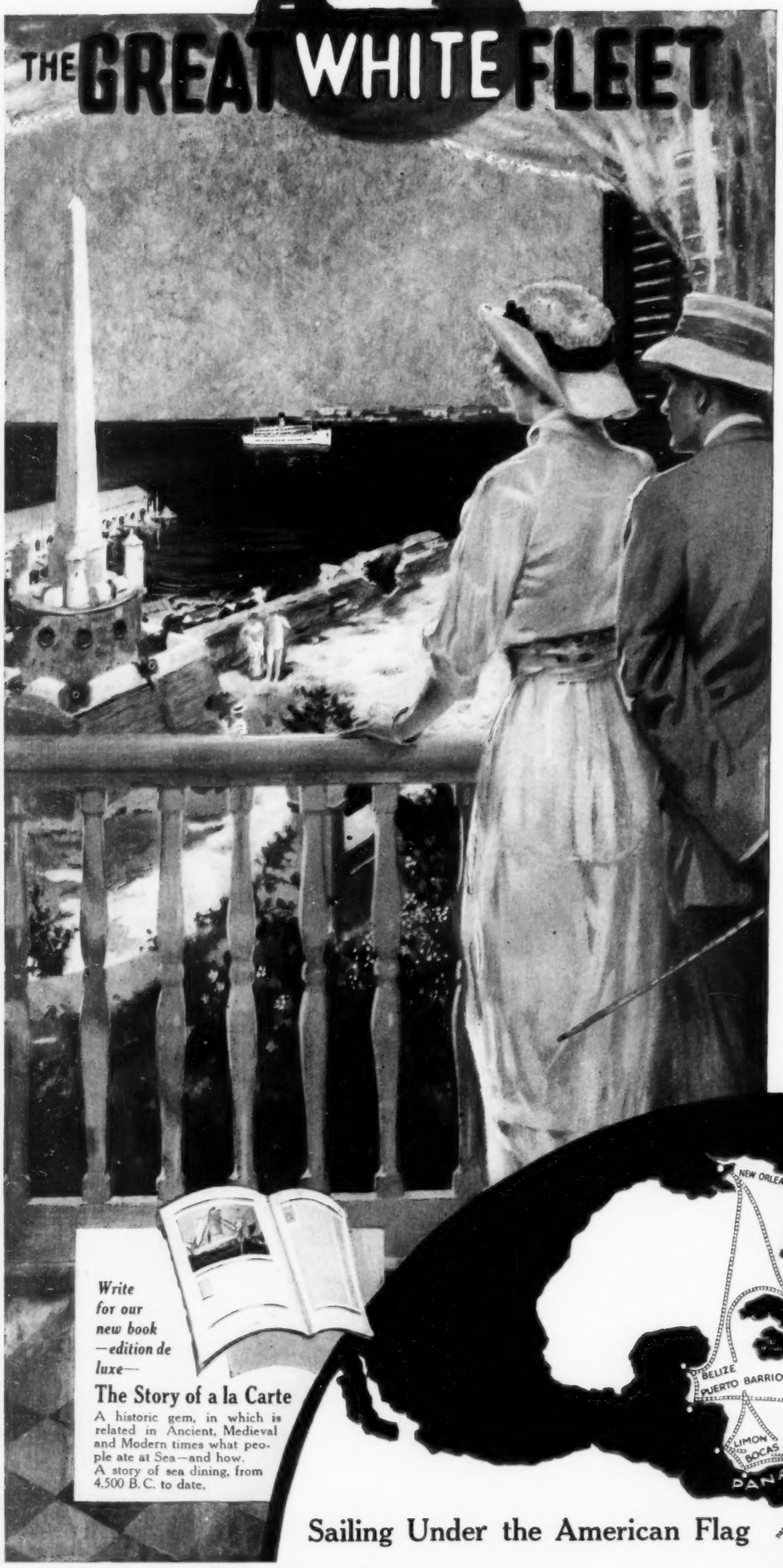

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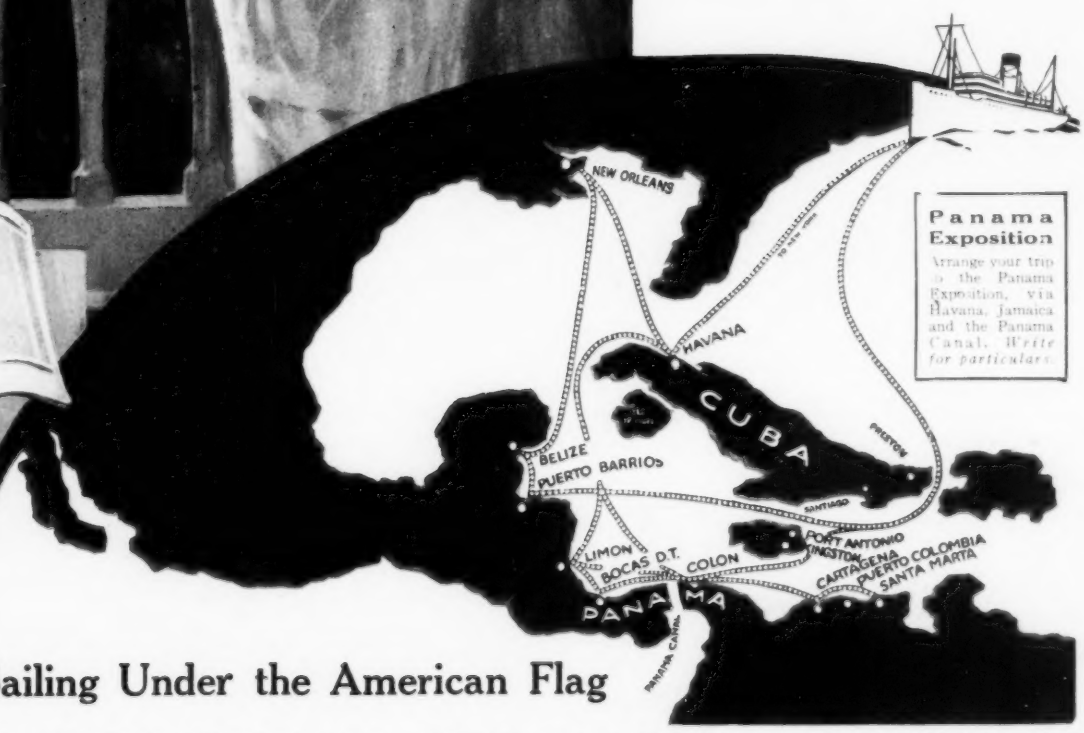

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